CYCLE NEWS®

America's weekly motorcycle newspaper

April 14, 1999: Number 14 (outside the U.S. $3.25) $2.50

TEST 1999 Suzuki SV650

INTERVIEW
Ernesto Fonseca

ARENACROSS

BUD MAN to the rescue

TIME DATED WEEKLY NEWS

INTERVIEW
Colin Edwards II

TIME DATED WEEKLY MATERIAL MAILED APRIL 9, 1999

Five-time World Champion **Mick Doohan** emerged from the final preseason Grand Prix test of the year with the quickest time after three days of testing at the Motegi Circuit in Japan, March 30-April 1. The Australian barely bested a group of top 500cc GP riders, including Yamaha's **Max Biaggi** and Suzuki's **Kenny Roberts Jr.** Doohan lapped at 1:51.053 to lead Biaggi's 1:51.061, Roberts' 1:51.287, John Kocinski's 1:51.541, Tadayuki Okada's 1:51.722 and Alex Criville's 1:51.771. In all, six riders lapped on the same second as the Grand Prix series gets set to open on April 18 in Malaysia prior to returning to Motegi on April 25. "We were ready to do some good times right at the end, but a couple of guys crashed and the session was red-flagged," Biaggi said. "I feel I've been riding on the limit here, but that's the way it has to be when you're trying to be fast. Even so, I think I would have been able to push harder in that final hour. Overall, things are looking good - I feel quite confident for the first races." The Motegi test completed Yamaha and Biaggi's rigorous off-season, four months of testing that saw Biaggi complete some 4300 miles on the new YZR500. "It's been pretty hard on my body," Biaggi said. "But I think it's worth it. The Yamaha is a very delicate bike, so we've had to do a lot of work on setup."

Struggling somewhat at the Motegi test were the Red Bull Yamaha riders - **Simon Crafar** and **Regis Laconi**. Laconi crashed twice en route to the 14th-quickest time, and Crafar only managed the 16th-best time of the test.

The 250cc Grand Prix regulars were led by Yamaha's **Shinya Nakano** at Motegi, with the Japanese rider lapping at 1:54.060 on his Chesterfield Yamaha Tech 3 entry.

Little-known fact: When **Yvon DuHamel** won the Champion Spark Plugs Motorcycle Classic at Ontario Motor Speedway in Ontario, California, in 1973, he pocketed $28,700. This year, 26 years later, **Miguel DuHamel**, Yvon's son, wins the Daytona 200 and takes home $16,000.

With the United States and Europe apparently headed toward a trade war over **hormone-treated beef**, the war's victims could include motorcyclists, according to the AMA. The trade war involves U.S. beef from cattle that have been injected with hormones designed to encourage faster growth. The European Union has threatened to ban hormone-treated American beef by May 13 and, in response, the United States has announced that it will impose massive tariffs on some European products. The proposed tariff list involves 75 items, 70 of which are food-related. But the last item on the list is European motorcycles with engines displacing 500cc or less. The tariffs, which could go into effect by June 13, would effectively double the importation cost of such machines, resulting in steep price increases at the retail level. Because of the displacement limit, these tariffs would mostly hit buyers of off-road motorcycles from European manufacturers such as KTM and Husqvarna. "The AMA is working with U.S. trade officials to get motorcycles removed from the proposed tariff list," said Ed Moreland, the AMA's Washington representative. "It's our feeling that motorcycles have no part in a trade war over beef, and we hope to convince federal officials that hurting American motorcycle purchasers is not an appropriate way to deal with this dispute."

Virginia has become the first state to pass a law against motorcycle bans on many roads, according to the AMA. The new law, supported by the Virginia Coalition of Motorcyclists and ABATE of Virginia, will prohibit motorcycle bans on any Virginia road built or maintained with federal or state funds. The measure was signed into law by Governor James S. Gilmore III on March 22 and takes effect on July 1. "This law marks the first time that any state has taken the step of protecting motorcyclists against bans in this way," said Sean Mahler, AMA legislative-affairs specialist. "It is a landmark step in recognizing the rights of legally licensed motorcyclists to operate their vehicles on public roads."

For the eighth time in its 17-year history, **Bob Dron Oakland Harley-Davidson** has received Harley's Bar & Shield Award of Excellence, the company's highest dealer accolade, according to a press release issued by Dron. The Dron dealership was one of three national dealers to score 100 percent in all six performance categories: customer satisfaction, sales, service, cleanliness, parts and accessory inventory, and presentation.

Yamaha Belgarda factory rider **Massimo Meregalli**, who suffered a broken bone in his right hand, smashed nerve endings and a cracked forearm in the World Supersport accident that took the life of South African Brett MacLeod on Sunday, March 28 in Kyalami, South Africa, underwent surgery in Milan, Italy, in which a metal plate and several screws were inserted into his right hand. The 28-year-old Italian couldn't avoid hitting the fallen MacLeod on the opening lap of the World Supersport race at Kyalami.

Three-time AMA Grand National Champion **Bubba Shobert** has been named the 1999 Honoree of the AMA Dirt Track Grand National Championships, scheduled for July 3-9 in Indianapolis, Indiana. "We are honored that Bubba has agreed to be our 1999 Honoree," said Bill Amick, the AMA's vice president of events and entertainment. "His 33 wins and three championships in the AMA Grand National Dirt Track Series are remarkable accomplishments, especially considering he achieved all that in a span of just seven years." Shobert will take part in numerous activities leading up to and during the championships, including media visits and autograph signings for dirt track racing's stars of tomorrow. "I have great memories from Indy and it's really nice to be invited back," Shobert said. "I look forward to seeing old friends and talking to the Amateur riders who are at the beginning of their careers."

Several readers have inquired as to the identity of the mystery man featured in a pre-Daytona issue who claimed to be the world's fastest short tracker. The mystery man was former Speedway World Champion **Barry Briggs**, who completed demonstration laps on his combination ice racer/Japanese-style speedway bike.

The Rhode Island Trials Club will present the **1999 Wagner Cup World Championship Observed Trials**, June 26-27, in West Greenwich, Rhode Island. Those wishing to purchase tickets can do so by writing to RITC, 125 Arcadia Rd., Hope Valley, RI 02832. For more information, call 401/539-0715.

The four-stroke furor

Cycle News World Superbike correspondent Gordon Ritchie went to some of the team managers from the major World Superbike teams at the opening round of the World Superbike Series to get their opinions on the proposed rule changes that would change the 500cc Grand Prix class to a four-stroke class for 2000.

APRILIA: Gianluca Montiron

"As Mr. Witteveen (of Aprilia) has said, if the rules permit eight-cylinder 1000cc, Aprilia is not interested. If the rules mean that only one or two factories can participate, Aprilia is not interested. I think Aprilia prefers that we keep things the way they are. However, we will reserve our official statements until the rules have been laid out."

CASTROL HONDA: Neil Tuxworth

"I don't think four-stroke GPs will affect World Superbike at all. I think four-stroke GP racing will be incredibly expensive and I can't see many manufacturers being able to afford it. Sure, Honda can do it; sure, Yamaha can do it - but after that? Who can and who wants to is the next question. I was a great believer that in the future, there would be one World Championship Series - with Superbikes, 250 and 125cc GPs. Now I don't see that happening - I think they will always be separate series."

YAMAHA SUPERBIKE TEAM: Davide Brivio

"Right now, Superbike is a strong class with a lot of good teams and top riders. I hope that Superbike will continue and grow. I think Superbike will remain interesting for the manufacturers, because the manufacturers need to advertise their production bikes. I think that World Superbike will continue to be at a high level, as it is now. I have not been involved in any discussion, but my understanding is that the GP classes will be four-stroke, but the philosophy will be very different. GP racing will be based on a prototype machine."

Nick Ienatsch will make a return to road racing in the AMA 250cc Grand Prix class at the upcoming Willow Springs and Laguna Seca rounds of the series. Ienatsch will ride a 1995 Extreme Lean-backed TZ250 tuned by Steve Biganski. Ienatsch finished second in the series standings in 1995 while riding a Biganski-tuned Yamaha.

White Brothers has joined forces with **Clean Racing** in an effort to further develop White Brothers' suspension-service program. Clean Racing has over 25 years of experience in the field of suspension tuning and will be stepping in to oversee the program for White Brothers. "Our goal is to provide our dealers with the best suspension-tuning services available, allowing them to stay focused on the rest of their business," Clean Racing president Steve Searcey said, "including selling White Brothers performance parts and accessories."

There are still spaces available on **Manufacturers' Row** for any manufacturers interested in displaying their products at the Glen Helen, California, round of the AMA/Mazda Trucks National Championship 125/250cc MX Series. Interested parties should contact Gene Romero at 714/529-6054.

The **Southern California speedway** regular season kicks off April 10, with International Speedway beginning its 31st year of weekly Class A motorcycle races at the Orange County Fairgrounds in Costa Mesa, California. For more information, call 949/492-9933.

Eddie Mulder is still accepting entries for the opening round of his **West Coast Vintage Flat Track Series**, which is scheduled for Willow Springs International Raceway in Rosamond, California, on April 10. For more information, call 661/268-0105.

Texas Harley-Davidson has been named as the title sponsor for the **Ross Downs Reunion**, scheduled for April 25 at Ross Downs II in Village Creek, Texas. The reunion will feature a full day of racing on the quarter-mile oval. For more information, call 817/572-1759.

A two-day **American Supercamp** will be held two days prior to the Springfield Mile at the Illinois State Fairgrounds in Springfield, Illinois. The camp will be held indoors and will be limited to 21 students. Chris Carr will be the guest instructor. For more information, call 970/669-4322.

Three-time Daytona 200 winner **Dick Klamfoth** will serve as the Grand Marshal of Vintage Days West, part of the 10-day event known as Sonomafest that kicks off April 16-18 with the AHRMA events at Sears Point Raceway in Sonoma, California, and concludes with the AMA Superbike National at Sears Point on April 25. The 70-year-old Klamfoth will ride a Manx Norton on an exhibition lap of the 2.52-mile Sears Point road course. "I don't think I'm too old to hop on one and give it a ride," Klamfoth said.

The motorcycle division of **Dunlop Tire Corporation** has announced the 1999 Dunlop Road Race Contingency Program. Participants in selected classes are eligible for Dunlop Superiority Certificates that are redeemable for Dunlop motorcycle tires at tire dealers and race tire distributors across the country. The program will be in effect at AMA Pro, NASB, CCS, WERA, WSMC, AFM, MRA, CRA, GLRRA, WMRRA, OMRRA and CMRA road racing events.

Cycle World magazine will be the presenter of the **Cycle World Classic Rolling Concours** at Sears Point International Raceway in Sonoma, California, on April 17. Registration begins at 8 a.m. for the five judging categories, including Vintage (pre-1930), Classic (pre-1975), American Classic (pre-1975), Japanese Classic (pre-1975) and Street Specials (pre-1975). Rather than a static display, the show will require entrants to complete a 50-mile loop (20 for the Vintage class). A lap of the race track will be optional. Course marshals and sweep trucks will be provided. All machines must be California-legal and proper safety attire is required. Trophies will be given to the top three in each class and Best of Show, and other awards will be presented. Entry is $25. For more information, call 949/720-5361.

The **Penton Owners Group** will have a display set up at the AMA Vintage Motorcycle Days West at Sears Point

Raceway in Sonoma, California, April 17-18. The display will feature Penton motorcycles, photos, ISDT memorabilia, etc. In addition, **John Penton** will be on hand to sign autographs on both days.

Norton has been named as the official marque of Vintage Motorcycle Days West. The Norton Owners Group will be on hand for a question-and-answer session, and Norton motorcycles from various years will be displayed at the show, scheduled for April 16-18 in Sonoma, California.

The AMA will offer its prestigious **Horizon Award** in three disciplines of racing again in 1999: road racing, motocross and dirt track. Established in 1997, the AMA Horizon Award is presented to outstanding amateur riders who demonstrate professional potential at three premier AMA events: The AMA Road Racing Grand Championships, the AMA Dirt Track Grand Championships and the AMA Amateur National Motocross Championships. The dirt track championships will take place in Indianapolis, Indiana; the motocross championships will take place at Loretta Lynn's ranch in Hurricane Mills, Tennessee; and the road race will be held at New Hampshire International Speedway.

Message-in-a-bottle dept: Those wishing to secure their place in motorcycling history can send their name and message about motorcycling into the future via the AMA Motorcycle Hall of Fame Museum's state-of-the-art **time capsule**. The capsule will be sealed at midnight on December 31, 2001 and will remain on display at the museum in perpetuity. For a tax-deductible contribution of $100, your name, AMA number and your message about motorcycling (50 words or less) will be saved to a digital file. For a contribution of $200, a digital record will include your name, number, message and a photograph of you and your motorcycle. For more information, call 614/856-1900.

Sidecar reminder: The **1999 Sidecar World Cup** will take place in conjunction with the following rounds of the World Superbike Championship: Phillip Island, Australia (April 18); Donington Park, England (May 2); Albacete, Spain (May 16); Monza, Italy (May 30); Nurburgring, Germany (June 13); Misano, Italy (June 27); Brands Hatch, England (August 1); A-1 Ring, Austria (August 29); Assen, Holland (September 5); and Hockenheim, Germany (September 12).

The **technical rules** for the Sidecar World Cup are as follows: Maximum cubic capacity for four-stroke engines is 1200cc; maximum cubic capacity for two-stroke engines is 500cc; two-stroke engines will be allowed until December 31, 2000; fuel is restricted to unleaded. The Sidecar World Cup will use a Superpole method of qualifying with the six best teams from regular qualifying making it to the Superpole, which will determine pole position. According to the FIM, 20 teams have entered the 1999 Sidecar World Cup.

Craig Vetter has donated a collection of his motorcycles to the AMA Motorcycle Hall of Fame Museum in Pickerington, Ohio, the most notable being the Triumph Hurricane Prototype, the 1973 Triumph Bonneville TT Prototype, the 1975 Rickman Racer, the 1980 Mystery Ship and the 1980 Streamliner Fuel Economy Racer. "We're very excited and honored that Craig Vetter has chosen the Motorcycle Hall of Fame Museum to preserve his many contributions to the motorcycle industry," said Aaron Fitch, museum director. "His addition of his one-of-a-kind machines to the museum's permanent archives will ensure that his effect on motorcycling will never be forgotten." For more information on the museum, call 614/856-1900.

BORN: A baby girl, Corinne Danielle, to Chaparral Yamaha team manager Larry Brooks and his wife, Terri, in Murrieta, California, on March 31.

BORN: A baby boy, Ashton Aaron, to road racer Aaron Yates and his wife, Heather, in Milledgeville, Georgia, on April 2.

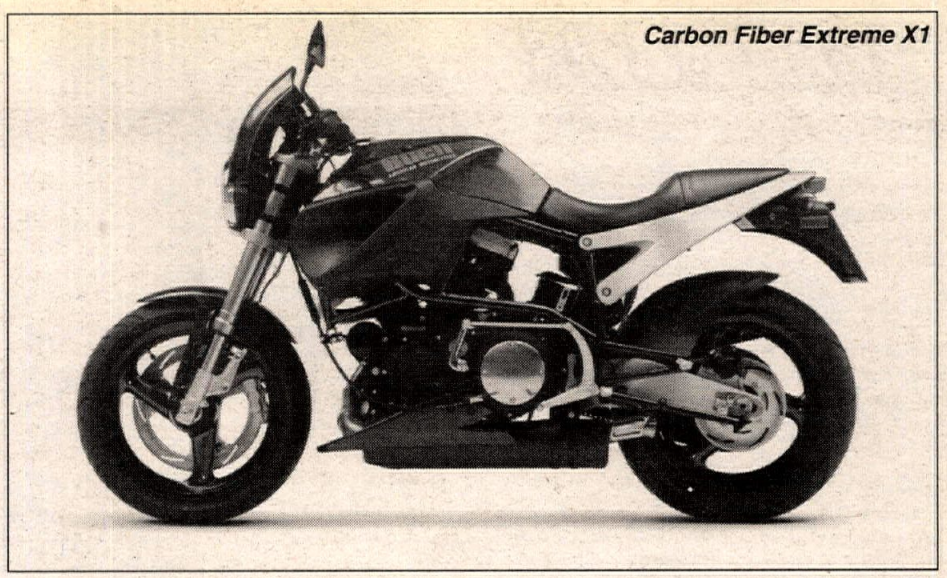
RESIGNED: Diane Carter, from American Suzuki's press-relations department, to pursue other interests, effective March 31. Carter has been with Suzuki for nearly eight years and will now venture into the web-radio broadcasting arena.

SIGNED: A two-year sponsorship deal by Team Chaparral mechanic Randy Lawrence and Cornwell Tools. Lawrence is Jeremy McGrath's mechanic.

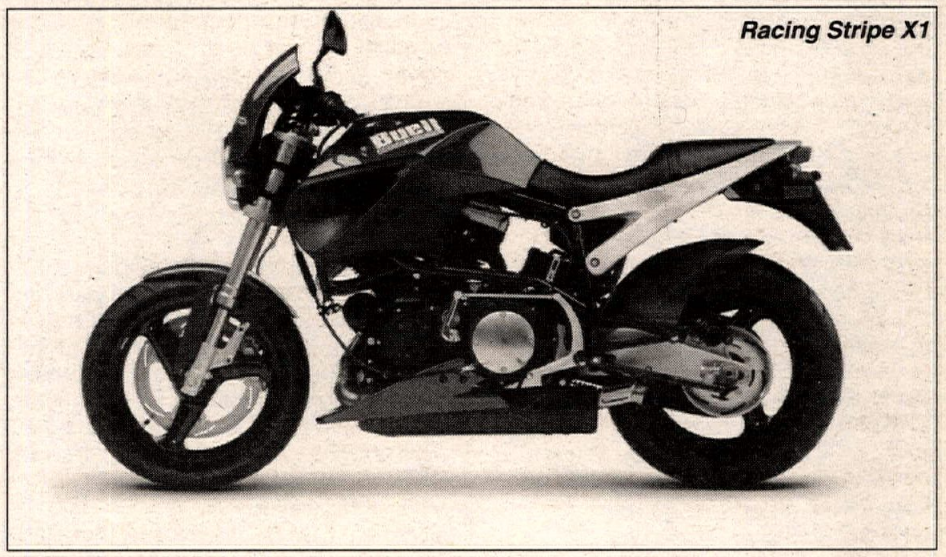
OPENED: Frozen Ocean Motocross Park and Speedway's home page on the World Wide Web. The site can be found at: http//www.frozen-ocean.com.

CORRECTION: Off-road racer Eric Koeller rides an ATK and not a Yamaha, as reported in a recent issue.

MOVED: Impact Video, to 22957 La Cadena, Laguna Hills, CA 92653, 949/460-9496, 949/460-9497 (fax), effective immediately.



Carbon Fiber Extreme X1



Racing Stripe X1

Two new Buells

If Buell's run-of-the-mill Harley-Davidson-powered sportbike isn't out of the ordinary enough for you, two new limited-edition Lightning X1 models will be made available in May: the Carbon Fiber Extreme X1 and the Racing Stripe X1.

The $11,299 Carbon Fiber model features carbon fiber weaved with a blue-tinted Dupont Kevlar-brand fiber on the front fairing, chin spoiler, tank cover and windscreen, with the Buell Pegasus icon on the windscreen. The frame and wheels are finished in a "Nuclear Blue" color (now an option on the other X1 models). The bike also is equipped with billet-aluminum footpegs and a numbered gas cap. Production for North America is limited to 250. A version of the Carbon Fiber Extreme X1 with a white frame and wheels (as well as a carbon-fiber inner fender) will be produced for Japan. Only 100 will be produced.

The Racing Stripe X1 is equipped with what its name suggests: a racing stripe. The stripe is white, with a smaller stripe accompanying it down the center of the "Blue Streak" painted bodywork. The frame and wheels are black, and the billet footpegs are fitted. PM wheels are optional. Available for $10,899, 400 will be available in the States, with 350 earmarked for the European market.

AUTOGRAPH SIGNING: AT D & L Kawasaki in Harvey, Louisiana, on April 16 from 7 to 8 p.m. Team Kawasaki's Jeff Emig, Ricky Carmichael and Damon Huffman and Team SplitFire's Nick Wey are scheduled to appear. For more information, call 504/227-2272.

CORRECTION: An item in our March 31 issue (Issue #12) was incorrect in stating that Redline Motorsports is the exclusive dealer of Laverda motorcycles in the United States. Redline is actually the exclusive Manhattan dealer of Laverda motorcycles, joining some 34 other franchised dealers in the United States. Moto Laverda USA Inc. is the exclusive importer and distributor of Laverda motorcycles in the United States. CN

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Voices

LETTERS TO THE EDITOR

AHRMA gripe

What's with AHRMA? First they made problems with Team Obsolete and now they took vintage dirt track racing from Eddie Mulder.

These two people have done a lot for vintage racing.

Keefer Flanner
Topanga, CA

Mulder gripe

In response to the letter from Jody Mulder ("Voices," Issue #12, March 31), I should start by thanking her for clearing up the confusion about the dirt track event at Willow Springs on Easter weekend. A group of us from Northern California had already decided not to attend the event, just because we though it was being promoted by Eddie Mulder. Last year the track was both dangerous and crappy - just because he didn't pay for good dirt to be brought in.

Then he had the nerve to charge the highest entry fees ever, just to pad his own bank account. Mulder has never cared about the racers at all. Even at the Sacramento Mile, when it was postponed because of rain, those of us who had to leave to go to work the next day were refused a refund on our entries. He is always coming up with new ways to get into our wallets.

At least there are people like Rod Lake, Gary Davis and Steve Monger out there looking out for our best interests. Thank you, guys. If Mulder isn't involved with Willow this year, then we will attend from up here.

George Cummings
Fremont, CA

The VR1000

After reading a letter from John A. Muzika ("Voices," Issue #10, March 17), I have to ask him one question: John, are you out of your mind? I totally agree that Scott Russell is a great racer and an all-around good guy. As for Harley-Davidson being the greatest American motorcycle, I hope you're not referring to the VR1000 that Scott now rides. The last time I checked, this motorcycle is not for sale in America or anywhere else in the world.

Also, Harley-Davidson always had the brains to hire great racers. Miguel DuHamel rode the VR1000 in 1994 with less-than-stellar results. He joins Honda in 1995 and wins the AMA Superbike Championship. Doug Chandler replaced DuHamel and also had a disappointing season on the VR. He joins Kawasaki in 1996 and wins the title in '96 and '97.

PHOTO BY JILL PATTERSON

A muddy Matt Stavish en route to finishing second overall in the Wilseyville Hare Scrambles.

Chris Carr, a champion from dirt track racing, couldn't do much on the VR1000, so he went back to dirt track. Thomas Wilson gave the VR its only podium finish when he ended up second at Mid-Ohio in 1996. Last but certainly not least is Pascal Picotte. During the 1998 season, he was usually running in the top five when the bike would quit, ending his hopes of a podium finish.

So you see, John, Harley-Davidson and the VR1000 never lacked the great riders to win a race. They lack a bike with the capability to match the riders' abilities. Harley-Davidson does not take its superbike racing seriously. I purchased a VR1000 T-shirt at Mid-Ohio in 1995 and have yet to find a new one to purchase. Harley does not promote its superbike program at the race track or at the dealerships. I sincerely hope this new partnership with Ford will have a positive impact for the VR1000.

Susan Mrozovich
Battle Creek, MI

Very ugly?

I personally think the VR1000 is butt-ugly. It looks like before the bike was finished, someone was out testing it and ran into a baby carriage and decided to keep it on the front end for a fairing. Come on, Milwaukee, is this the best the USA can do? Is this the best aerodynamic shape?

The Ducati looks like the F-16 fighter that it is. It's hauling ass just sitting still. The VR looks outdated and doesn't ignite any enthusiasm from this superbike fan. Even if you manage to get the thing on the podium, that really won't do it for me. How about an F-117A Stealth-style (one piece) fairing design? Now that would kick ass.

George Marshall
Windsor, CA

Where's Stavish?

Your whole report on the AMA National Hare Scrambles round in Wilseyville, California, was all about Blackwell, Blackwell, Blackwell.

What about the other stories that took place in such a physically demanding race? It's not every Sunday you see or participate in a race in those extreme conditions. The stories you get from that kind of race are the ones that the older generation can talk to you about all day.

Matt Stavish was behind Doug Blackwell coming into the first corner when he fell and ended up last off the start. He had to pass everybody to get back to the front of the pack and ended up swapping the lead all day. Wow! What a story that would have been.

The energy Stavish must have put out to not only pass but lap a large portion of the racers! You guys really missed one hell of a story. When a man has that kind of desire to accomplish something like that and tell you about it with a smile like no other - now that's motorcycle racing with heart.

Kirk Kellermann
Minneapolis, MN

Wanting pads

After reading about Kevin Windham's recent collarbone injury (his seventh, no

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ON THE FRONT COVER

Suzuki's SV650; AMA/PJ1 Arenacross National Champion Buddy Antunez; 125cc MX phenom Ernesto Fonseca; and Castrol Honda's Colin Edwards II.

less), I'm amazed that the AMA has yet to mandate shoulder pads (with full back protection) for both Professional and Amateur competition.

I've ridden and raced motocross for 15 years - always with full gear. Not one collarbone broken, and believe me, there have been plenty of opportunities. I know full-floating shoulder pads saved me numerous times.

I also know it is an advantage for movement not to have full pads - thus few Pros use them. But if the AMA leveled the playing field by requiring full pads with back protection, the injury list would be much shorter.

Another side benefit would be (hopefully) more local riders wearing protection - instead of trying to look like their unprotected AMA heroes.

I just hope it doesn't take more than a few broken collarbones to wake the AMA up to the need for change in Professional motocross competition. The time is now.

Jon Thomas
Orange, CA

NASCAR numbers

In the "Briefly..." section of *Cycle News* in the coverage of the Minneapolis Supercross (Issue #12, March 31), an item refers to the AMA adapting a "NASCAR-type numbering system" in which the numbers two through nine are reserved for former champions, while the remaining numbers (10 through 99) will no longer change from year to year to improve rider identification. As the AMA's Duke Finch is quoted as saying, "Everyone knows who #24 is in NASCAR."

It sounds more like a dirt track numbering system to me. In NASCAR, I think Steve Park drives the #1 car. When did he win the NASCAR Championship?

Al Sumner
sumneasb@exe.cpc.com

Yes - NASCAR numbers

I think the new National number plan is a fantastic idea and will help our great sport make more of an impression on the mainstream audience. Now, for us hard-core fans, how about making the supercross main events timed instead of having them based on a lap count? In St. Louis, the mains were 13:23 minutes in the 125cc class and 16:16 minutes in the 250cc class. Those races are simply too short and don't allow the racers enough time to recover from a bad start.

My suggestion is to have a program closer to 20 minutes for 125s and 30 minutes for 250s. This would allow for more great racing, and the fans would also get to see more of what they are paying for.

Michael Rigdon
Hermosa Beach, CA

No - NASCAR numbers

The AMA's proposed plan for a NASCAR-type numbering system for motocross next year is not as good for the sport as they think. Riders bust their rear to "earn" a National number, and it should remain that way. Who gets first pick for numbers two through 10? What if a top-10 rider elects to go back to their old three-digit Amateur number instead of picking a nonused number in the two-through-10 range when they really earned another top-10 number?

I bet the riders would prefer to leave it as it stands now - well, at least the riders who continue to improve on their National ranking. NASCAR can be exciting to watch and I do know who #24 is, but I probably can't tell you the numbers of 10 or more drivers. How hard is it for a nondevoted fan to look at a supercross program or television starting-gate lineup and figure out who is running what number? It works for me with NASCAR.

Compare the career life of a NASCAR driver to a supercross or motocross rider. Ours is a short-lived world; let them earn their number and strive to better it in each of their short years in the sport. This marketing idea by the AMA stinks and hopefully it won't be implemented.

What's next - a manufacturers' championship, the possibility of riders being able to qualify somebody else's bike for them? Our sport is more exciting than any other on the planet, but apparently the AMA hasn't learned that you can't pass if you follow in somebody else's lines. It should be put to a vote so the riders can decide themselves. Need a marketing idea? Bring back the big-bore class to the National Motocross Series.

Tim Simpson
dogger224@aol.com

GNCC photos rule

Your photos of the AMA Grand National Cross Country Series are great. The GNCC race terrain is a lot more interesting than the supercross track. Please continue your coverage of off-road racing.

Kurt Blust
Loveland, OH

How about Hallett?

I was glad to see Henny Ray Abrams' column about dangerous tracks (Issue #12, March 31). As a sportbike enthusiast and spectator of road racing, it really sucks to even see races on TV at tracks like Phoenix International Raceway. It just looks more stupid than anything to show that crap. Are we that desperate for tracks? Some of you may laugh, but I know of a little-known track that's just 37 miles west of Tulsa, Oklahoma, called Hallett Motor Racing Circuit. It's a technical course that has miles of runoff in every corner - and it's a true road-racing facility. It's not a fast course, but it looks like turn one could be made about as fast as they want with a little detour. It also has a hot pit, which is essential for any kind of endurance racing. Take a look at it, you might find it interesting.

I wonder if the powers that be at the AMA have any idea how many sportbike enthusiasts there are in the mid-central section of our country. Obviously, they don't have a clue. This area, particularly the Ozark Mountains, is riddled with roads that rival the best anywhere - and sportbikes are being ridden on them. I think a turnout for a race in this area would be impressive to say the least.

Robert McKenzie
Fort Smith, AR

A track map of Hallett can be found at the following address on the World Wide Web: http://www.mavier.com/hallett/trackmap.htm ... Editor

Let them be kids

I have worked at the races for the past 11 years and get so disgusted when I see these parents running around and yelling and cussing at their kids. I mean, come on, people - it's just a trophy.

I've seen parents throw a bigger fit than any kid ever could. I always thought you were supposed to teach your child not only to be a good winner, but also a good loser. What do you think yelling and cussing at your kid is going to accomplish? Do you really think you are setting any kind of example for them?

I have always felt that it's great to see parents actually spending time with their children, but come on - do you really think it has any kind of quality to it? I'm not talking about every single parent out there, but there are far too many. If your kid races, please just let him/her have fun doing it. You are only a kid once, and it should be the best time of your life.

Terre Audibert
Ontario, CA

Missing Ricky

The Mark C. Dambrowski letter ("Voices," Issue #13, April 7) on Ricky Graham was right on the money. It couldn't have been put any better. We miss you, Ricky.

Patrick Caselli
Santa Clara, CA

Why change?

Just a couple of comments about changes and proposed changes in Grand Prix road racing. First of all, I don't see why the FIM did away with leaded fuel in the first place. The amount of fuel burned by all the GP bikes combined is such a small amount, I doubt that any reason could justify it.

Secondly, I don't get the brouhaha surrounding the reintroduction of four-strokes to GP racing. The bikes will be heavier, and ultimately more complex and expensive. The power-to-weight ratio of two-cycle engines is unequaled by any four-stroke. It sounds more like Bernie Eccelstone's further castration of motor racing. What's next - multi-grooved tires?

Dale Covington
La Crescenta, CA

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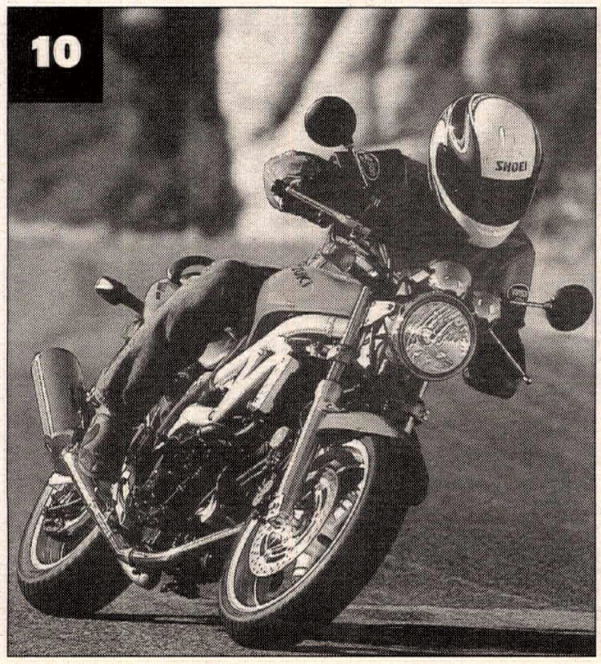
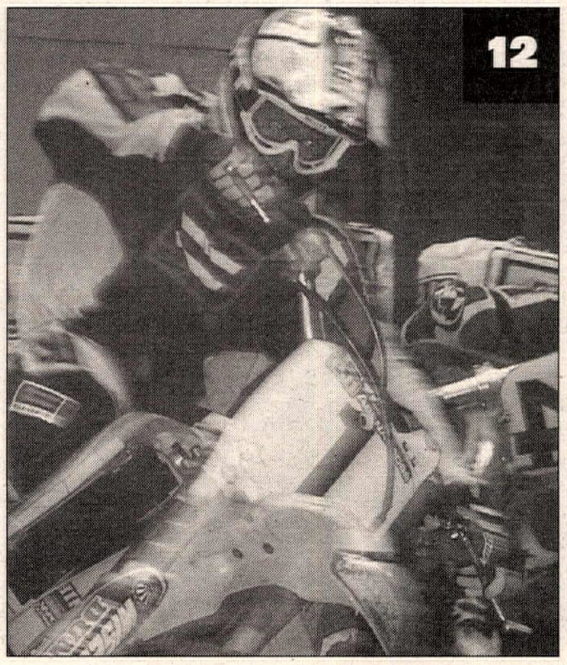
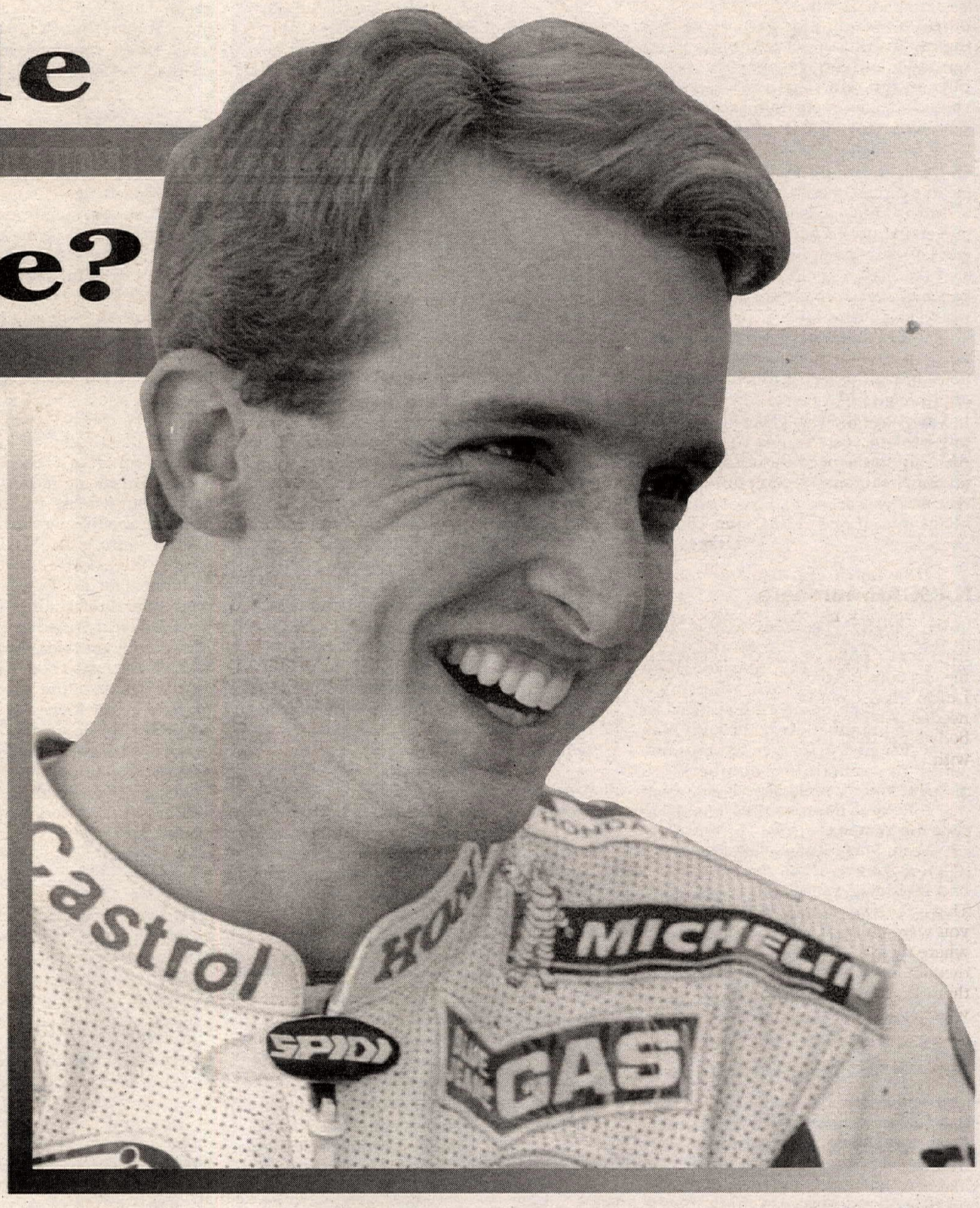




Colin Edwards II

Title Time?



By Henny Ray Abrams

This is not how he wanted it to start.

Castrol Honda's Colin Edwards II feels that this year's World Superbike campaign is his best chance ever to win the World Superbike crown. With a year on the Honda RC45, a year on Michelin tires, and a year on a new team under his belt, the Texan sees no reason why he can't win 10 races and the title.

However, in last week's season opener at Kyalami, Edwards didn't live up to his own advance billing. But there was a reason. An injury suffered during a test at Laguna Seca less than two weeks earlier nearly put him out of the race entirely.

As it was, Edwards fought through the pain of the badly bruised right shoulder to card a fifth and a fourth at the South African track. Teammate Aaron Slight took a second and a third in the races, both of which were won by Ducati's Carl Fogarty.

Edwards now has a little time to let the shoulder heal. The next race isn't until April 18 at Phillip Island in Australia, so the Texan has three weeks of rest ahead.

Though he's only 24 years old, Edwards has been a part of our collective racing consciousness for a very long time. After making a splash at the Daytona AMA/CCS races in 1991, Edwards advanced to the AMA 250cc Grand Prix class. The season will be remembered for the battles he had with Kenny Roberts Jr. Edwards prevailed in the end, taking the 1992 250cc GP title, and only finished behind Roberts once, taking a fourth at Charlotte to Junior's third.

Then he moved up to a Vance & Hines Superbike, riding the Yamaha YZF750 to sixth in his inaugural year in the class in 1993. The following season was something of a breakthrough. Edwards won his first AMA Superbike National race at Mid-Ohio, following it up with wins in successive races at Brainerd and Sears Point. He ended the season in fifth and earned a ride on the Yamaha World Superbike team.

The first year was a struggle and he ended up 11th, improving to fifth in 1996, before injuries curtailed his season and dropped him to 12th in 1997. His riding was impressive enough that he earned the right to replace John Kocinski on the Castrol Honda team, the year after Kocinski won Castrol Honda's only World Superbike title.

Last season was a revelation. For the first time, he understood what it was like to race for a first-class team on a machine that is competitive in most circumstances, and lethal in some. Monza was a perfect example. Into his third season and winless, Edwards did the double at Monza, with Slight second in one leg and a certain second in the next, when his engine let go late in the race. Edwards would add one more win before the end of the year, finishing the season in fifth place.

Early last year, he thought he was finally on a team that could take him to the title. It didn't, but he knows why. This seemed like a good place to start.

Q You said last year that you had the tools to win the championship and that if you didn't, it was your own fault.

A Yeah. Even though I didn't win, at this point I don't feel it was my own fault. We had a problem with the bike, basically, and up to that point it had been going not so bad. You can understand, at Albacete (Spain); I'd just won two races at Monza (Italy) and I was psyched. But we had a front-end problem with the bike and it was hit-or-miss, and we kept misdiagnosing it, thinking it was something to do with the rear squatting too much and blah, blah, blah. Realistically, it was a front-fork problem that we had.

Q When did you discover it?

A We discovered it at the last race. I'm out there trying to qualify at Sugo (Japan) and it crashed in the same corner - a day apart from one another. The bike was set up completely different - completely different front fork, completely different shock, different tires, different everything. But my footpeg - where it actually dug into the concrete couldn't have been two inches apart. Exactly the same crash. So there was one thing that was the same and it was in the front fork; it was something internally that we knew was the same. We didn't have time at the race, seeing as that was the last day of qualifying. So then, back to the (international) race, whenever Mick (Doohan) and (Tadayuki) Okada came over, we had a plan and we fixed the bike, fixed the front fork, and went 32 seconds quicker in 25 laps. That's over a second a lap. So that proved it to me - even though Aaron (Slight) was 11 seconds quicker, which had to do with a different tire we had. There was another 21 seconds there that I was quicker and that came from the bike, basically. It just allows for a lot more feel, and now, when you lose the front, when you fold the front, you can get it back. And before, when you folded the front, it went away and you couldn't get it back, and I'd crash. Now it's just so much better.

Q When you were chasing that problem, what else were you changing?

A Basically, we thought it was a big problem with the V-four design. A lot of weight up high, a lot of transfer. Down on the front under brakes, down in the back under power. It was just transferring a lot. And we thought it was kind of incurable - couldn't fix the thing. But we proved ourselves wrong and we were working in the wrong area. We were working in the back, trying to keep it from squatting, when all we were doing was forcing ourselves to lose traction, and it was at the front that we needed to be working. And we dealt with that all year. To my knowledge, I didn't know that there was one same thing in all our front-fork specs; there was one thing that was the same in all of them and that's what needed to be changed, and we just went around in circles all year.

Q And that's why you were inconsistent.

A Exactly. And it was hit-or-miss. Some tracks, like Monza and Albacete, weren't so bad. In the rain, it worked halfway-decent - Nurburgring (Germany). Some places it worked okay and some places, like where Aaron (Slight) won two races at Austria, we should've been there. We had, I feel, the fastest bike out there. The way Aaron's style is, he rides over the front a lot. He keeps the front loaded, he keeps it down. Well, my style's not like that. As soon as I get off the brake, the front pops up and it wants to fold on me. After that weekend, too, I thought, 'Man, there's something definitely not right that we have got to fix.' And we worked at it and worked at it and we never found it until the last race of the season.

Q The rain races were up and down.

A In the rain races is where I think we're going to improve the most with this fork setting. Because we're going to have so much feel. We didn't have a lot

of feel last year. I just kind of go into the corners crossing my fingers. And I've always felt that I was a good rain rider and always knew that I could hang with the guys in the rain. This year, there's no reason why I shouldn't win every rain race, I feel, because we got (Pier-Francesco) Chili off a Ducati, first of all. And, other than that, we've got the bike working.

Q How much of it was you getting used to the tires last year?

A That wasn't really much of it, I wouldn't say. When I rode the Yamaha, the Dunlops were kind of Jello-y, they just kind of wallow around, where the Michelins don't do that. But at least the Dunlops had a lot of feel. You could lose the front on the Dunlops on the Yamaha and get it back. You just dig the knee in and it would come back, where on this thing, I had never done that. Couldn't do it. As soon as it would go, it went. It extended itself and, basically, once you lose the front and it extends itself, you've got to recompress it, and it wouldn't do it. So I crashed. So now we got it to where it doesn't extend itself. It just stays right there; you can pop it right back up. And I'd never done that on the Honda until the Suzuka test right after the Sugo race. We've learned a lot about the bike, I learned a lot about myself and riding style and everything in the process.

Q How much did you alter your riding style over the course of the year?

A If you ask me that now, I'd say I didn't. I'd say I tried, but realistically, I don't think I really did. I tried at one point to ride the machine with my chest on the gas tank, keeping it loaded, but that just wasn't me. I didn't feel comfortable, I didn't have the feel that I needed. And my riding style is my riding style. Everybody's got their own and whatever you're comfortable with.

Q But you did have to make changes because of the bike and the tires. You couldn't ride it like you rode the Yamaha.

A Yeah, you couldn't. The Yamaha was just a slidefest. You went out there and just ripped it up and had it sideways and backing it in and sliding it out. That's the way you rode the thing. And this thing - if you were going sideways, you were losing time. That's where the Michelins are a lot different. If you can keep them in line, you're going faster; you don't want to slide them that much. As soon as you slide, you go backwards.

Q You had to ride the Yamaha perfectly in every corner to be competitive.

A The Yamaha was definitely down on power, and that was - I felt I was able to override the Yamaha for longer periods of time, maybe because of the Dunlops. I was able to override it and stuff it in and lose the front, lose the back, back and forth. Whereas the Honda, like in qualifying, I could do that one-off lap to get us up there in the Superpole and override it for that one lap. But as soon as it came down to Superpole, having to go out and do that one lap right then and there, it was tough, because I had to work up to that point. The bike wasn't comfortable. Now we got the bike comfortable, we can go out there, *bam*, do our lap, and we're happy with it. It's not a point of overriding it now. We've got it dialed in.

Q Were you surprised at how well Noriyuki Haga went on that Yamaha?

A No, not really. The Yamaha is a good bike and it works. We've known for years that Phillip Island and Donington are Dunlop tracks. We've known that. It's no surprise he goes and wins both races at Donington. It was a surprise that he came from the third row, but that's Haga for you. Australia, and also Laguna - Laguna's been a Dunlop track forever. The places that he won, it wasn't a surprise that he won there. It was just a matter of him going and doing it, riding his ass off. The kid's got loads of talent. There's no question about that.

Q Even he admitted that he couldn't ride it that hard week in and week out.

A And you can't. That's the difference. Whenever we did our contract with Yamaha, it was always, "Do you guys realize how much we're having to risk by just going out and racing the thing, because it is underpowered and we had to squeeze whatever we can out of the thing?" They also said, "Okay," and they compensate a little bit in payment here and there. They kind of understood and we kind of understood. And we did all we could do. Whereas (with) Honda, it's not like that. You got all the power you need. It's up to you to get the bike

set up and go out there and kick some ass. That's basically it.

Q You said Haga was a surprise at Donington.

A What other surprises were there last year? Even Haga wasn't a surprise - like I said, a surprise coming from the third row. I won the 8 Hours with him and I knew how fast he was. So there was no question of if he was going to win races or not; we all knew he would. And any other surprises? I wouldn't really say there was anything that struck me, apart from doing the double at Monza myself. I was happy with that, considering that the year before I almost ended my career at the same race track. It was one of those years, and we had good times and bad times, and we've just got to cut out the bad times.

Q If you had been asked at the start of the year to predict the champion, would you have predicted Carl Fogarty?

A No, probably not, but you can't count Carl out. You can never count him out. He's got so much determination. I wouldn't really say his off-track antics add up to how he really is on the track, because once you get him on the track and you get him behind his faceshield and under his helmet, he's just one of those guys. He's always there and always going to be a threat and it doesn't matter - tires, bike, setup, anything - he's always going to be there. I think a lot of that comes with experience and just the determination he's got. Might partly be English, too.

Q Is he the only guy like that?

A In our series, I think he is. There are a couple of guys around the world that've got what he's got. Jeremy McGrath is one of them. I saw a display at the Houston Astrodome that was phenomenal. Jeremy is just so impressive to watch: same rut, same jump, same line, same everything, for however many laps they went around and they just never made a mistake. To do that on a road race bike is impressive. But to do it on a Supercross track, when the track's changing every lap, that is really something. And Mick (Doohan) is another one. He's always going to be there, no matter what - even if his tires go off or if his bike's not set up right. There are a few select guys out there that you can never ever count out, and they are three of them: Carl, Jeremy and Mick.

Q Tell me about riding the 500.

A Everybody looked at Mick's time, and Mick did a 32.0, 32.1 at Phillip Island. And I did a 33.5. So everyone said, "Well, that's a second and a half." To me, a second a half, that's a lot of time, but when you look at the fact that (Alex) Criville was there for three days and only did a 32.9, then it looks a little more impressive, after I only had one day on the thing. And we just got to a point where Showa really didn't want to change much, because I only had one day and I had a problem with the front and we just got to where I said, "Screw it, I'll just go do circles and lap." And it got down to a point where the front end was chattering, and to go any further, I would've had to risk crashing the thing. We'll just test some tires for them if they want and do some circles.

Q Was it what you expected?

A Ever since I've gotten on a four-stroke, I've felt that I'm still getting used to it. For some reason - I've been on the things since '93 - but I still feel like I'm still learning, still getting used to the powerband, everything. And I think the reason is that I've ridden two-strokes from age 3 1/2 through 250s in 1992, road race bikes. It's just that two-stroke feel, power, noise - everything about it has been ingrained in my brain and my feel. As soon as I jumped on the 500, I felt (it was) a piece of cake. The things are unbelievable, I want to say first of all. I jump on that thing and I said, "Damn!" Even though they claim our bike puts out the same horsepower, they're 60 pounds lighter than we are, and that makes a huge difference - just the way the power comes on. It's not smooth like this thing, like the 45. It's abrupt and you've got to be mentally switched on. Physically, I think the RC45 is heavier and is a little more draining, I feel, personally. Mentally, though, you've got to be tuned in on that 500 or you'll be facing that tire wall in no time. The whole time, there's no time for any relaxing, even (on) the straightaway. I only had one day on the thing. I imagine (that with) more time, I'd probably calm down and relax a little more, but that's the way I felt in my first impression.

Q Did you ever get comfortable?

A The whole day, I didn't really slide it, didn't lose the front, just was doing comfortable laps. And that's what I wanted to do. I didn't want to throw the thing away. I wanted to do comfortable laps and show them that I could ride the thing and it wasn't a go-out-and-bust-my-butt-to-do-a-33.5. It was put a tire on - 33.8, 33.6, 33.5, 33.5, 33.6, 33.7. It was consistently there and it was no problem. To go faster, like I say, we would've had to work with the bike a little bit more and get a little more feel out of it. It was fun. I thoroughly enjoyed it.

Q So when do you want to race one?

A There've been hints here and there about maybe next year. None of the Japanese or any of them have said, "Hey, we want you to ride 500 next year." But as far as the feeling in the air, I think that might be a possibility. But I take it with a grain of salt. I've been in this position before with Yamaha, with Wayne (Rainey), Kenny (Roberts). You can't afford to get worked up over it. You've just got to go out and give 110 percent at every race before the time comes. If it comes, it comes; if it doesn't, hey, I'm in a good position. I feel I'm in the second-best team in the world. I feel the only two places I could be is here or on the Honda team there. I feel those are the two best teams in the world. And I'm happy where I'm at. Let me change that: I'm happy where I'm at, but yeah, I would love to go ride 500s - don't get me wrong.

Q Would you say again this year that if you don't win, then it's your fault?

A This year, 10 races and the championship - that's the goal. Anything less would be a disappointment. We have 26 races. No reason why I can't win 10 of them. If you win 10 races, chances are you can win the championship. CN

Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF Rider Course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. ©1999 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630). For the Yamaha dealer nearest you, call: 1-800-88-YAMAHA. Visit our website at www.yamaha-motor.com.

CHAPARRAL

YAMAHA TROY

THE SX FILES

CONSPIRACY THEORY

The shocking truth revealed! Top secret spy photos snapped just before their 250 and 125 victories in St. Louis uncover what the competition has suspected – and feared – all along: that Jeremy McGrath has taken Ernesto Fonseca under his wing in a dastardly attempt to dominate the SX ranks. Will the podium ever be safe again?

YAMAHA

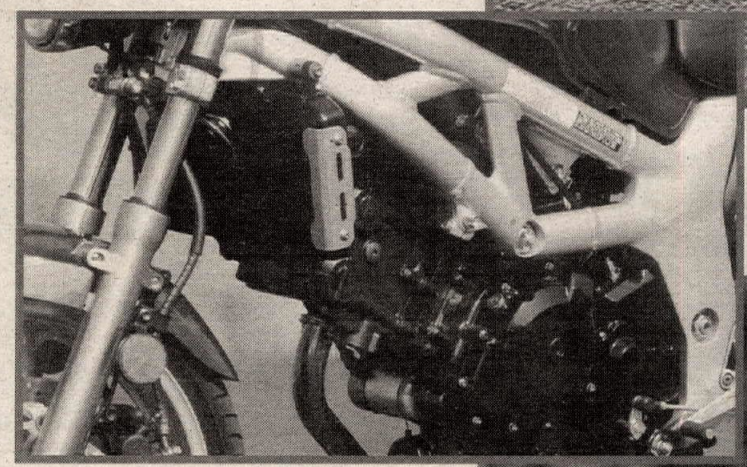
Undressed for success

By Kit Palmer
Photos by Kinney Jones

No, Suzuki didn't forget to throw in the bodywork when they crated up the new SV650 at the factory, but it does look that way. When you compare our (the U.S. version) SV650 to everyone else's (Europe, Canada, Australia, etc.), some things do seem to be missing - like, for instance, a fairing, a windscreen and one of the headlights. But one important thing that Suzuki didn't forget to pack away into the crate with "our" SV650 is *F-U-N*.

Yes, Suzuki's third-generation sport V-twin is all about fun - the same kind of fun that the TL1000 and TL1000R deliver, but in a less serious manner and with a less serious price tag. It's partly because of the latter fact that our SV650 comes dressed in shorts rather than a three-piece suit: to save you money. Besides, Suzuki already has enough sharply dressed sport bikes to chose from, but none quite like the friendly yet dynamic SV650. "Dynamic" because the SV650 borrows some of the latest high-performance technology from its aforementioned brothers while cutting just enough corners in key areas to keep it quite affordable.

The heart of the SV650 is its 645cc, liquid-cooled, DOHC, TSCC, eight-valve, 90-degree V-twin motor, which is closely related to the TL powerplants. The fact that it's akin to the TL already tells you that high performance is the name of the game here. Like the TL, the SV's powerplant is compact and lightweight and features slick modernizations such as staggered transmission shafts that save space and an internal water pump that reduces the need for external hoses. The engine also features a three-dimensional map-type ignition and a new oil-shower piece that sprays oil directly on the gear faces through a guide mounted in the cases for added lubrication and slicker shifting.



But the SV doesn't get the best of everything. Again, to help keep cost down, the SV gets a pair of 39mm Mikuni downdraft carburetors rather than a fuel-injection system, like those found in the TLs. The rear carburetor, however, is fitted with a throttle-position sensor, which provides throttle-opening information to the igniter and automatically adjusts timing to suit riding conditions. And since the SV's 645cc motor is inherently smaller than the 1000cc TL motors, saving space wasn't a huge concern, so the cams are spun via a bulkier chain drive rather than a chain/gear drive system.

Spent gases are routed through a 2-into-1 exhaust system and a Bandit-styled muffler.

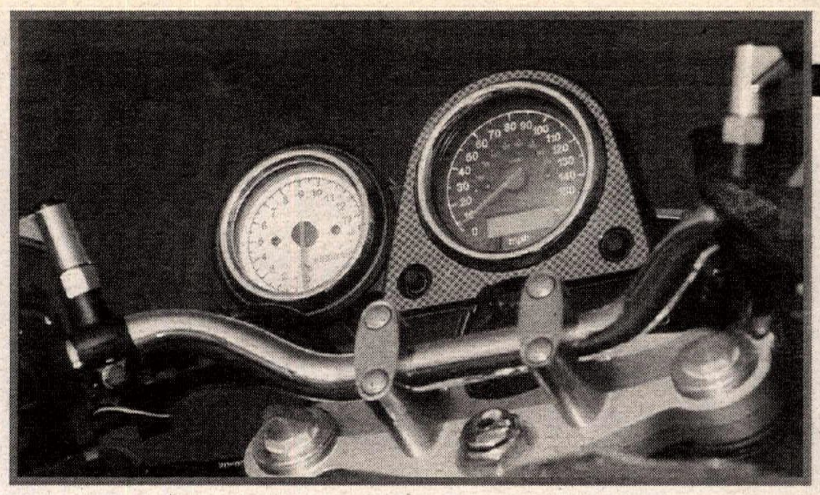
In a move to suppress engine noise, improve ease of maintenance and reduce weight, the outer clutch cover is made out of plastic and can be removed quickly and easily to access the clutch itself. Even the countershaft sprocket cover is made out of plastic.

To make access to the two carbs and engine service a little easier, the 4.2-gallon fuel tank pivots up and stays that way via a short prop stand.

The motor literally hangs underneath a state-of-the-art aluminum truss-type frame, designed to be lightweight while still providing maximum torsional rigidity.

In the suspension department, some expenses were spared. Up front, a conventional 41mm damper rod-type fork is used and has no external adjustments, while the rear suspension is

The heart of the new Suzuki SV650 is a scaled down-version of the TL1000 motor. Unlike the fuel-injected TL motor, the SV's is carbureted via a pair of 39mm Mikunis. The SV is available worldwide but ours is the only one that comes unfaired and with more-relaxed ergonomics.



handled by a standard link-type, single-shock unit with seven-way adjustable spring preload. Again, there are no damping "clickers."

Bolted to the lower fork legs is a pair of very capable twin-piston, 290mm floating disc brakes that are supported by a single 240mm disc brake out back.

Our SV650 came fitted (and so will yours) with Metzeler radial tires wrapped around three-spoke cast-aluminum rims, à la the Bandit.

Suzuki also slightly altered the ergonomics of the American SV650 from that of the European version by going to taller, chromed tubular bars rather than lower-mounted clip-on bars. This gives our SV650 a more relaxed upright seating position.

Hanging out in plain view of the rider is a centrally mounted speedometer, and offset to its left is a smaller, white-faced tachometer. Both gauges are electronically powered, which eliminates the need for bulky and ugly gear-driven cables.

Up front, you can't help but notice the gigantic, circular 55/60-watt headlight. Luckily, its looks are made tolerable because of its clear lens.

When you swing a leg over the SV650 for the first time, you might be a little surprised by the bike's extremely casual sitting position - at least I was. I was expecting a more aggressive stance for a middleweight sportbike, but, to be honest, this didn't bother me at all, since I'm a big fan of being comfortable on a motorcycle. After all, whenever I plop myself down on a motorcycle seat, I'm usually there for a while, so the SV and I hit it off right away. The bike, however, did at first feel a little small for my 6-foot-1-inch frame, but I quickly got used to that.

The SV scored more points with me as soon as I opened up the throttle and was rewarded with a handful of torque. Again, the SV surprised me by the way it surged forward, pulling hard yet steadily through all six gears. Don't let the numbers fool you: This 645cc motor - which pumps out upward of 70 hp - has plenty of gusto, and delivers it in a way that only a V-twin can.

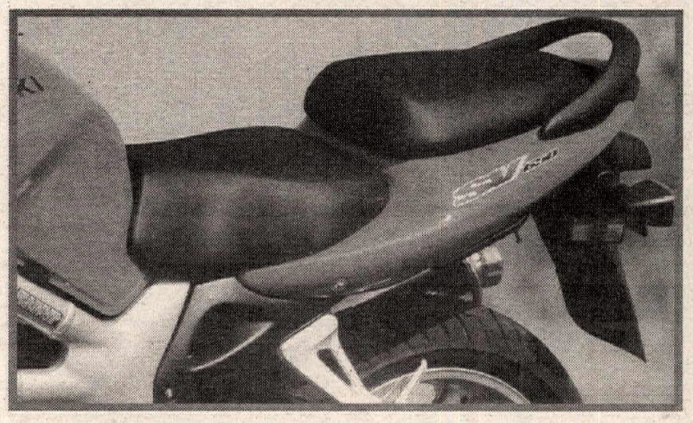
According to the tachometer, the SV starts signing off around 9000 rpm, but the rev limiter kicks in at 10,500 rpm. But rarely do you have to scream the little motor this far to have fun. For casual sport riding, it's perhaps most fun to short-shift the bike and let the torque carry you from turn to turn.

In typical Suzuki fashion, changing gears is sweet and simple with the SV. Rarely did I miss a shift, and thanks to a smooth-working clutch with a light pull, launching the bike from a standstill is a breeze.

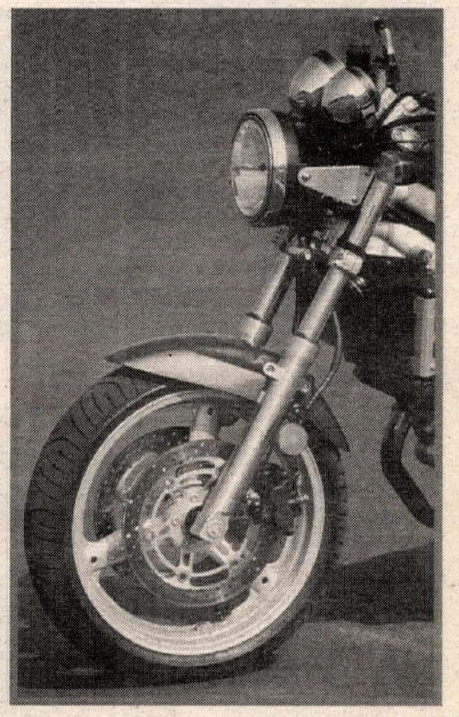
Unlike some of the more performance-orientated V-twins around town, very little engine vibration is transmitted through the frame to the rider's hands and feet.

Our SV seemed to be jetted spot on, as throttle response was always immediate, but we did have some problems with the bike cutting out while riding in the rain. In one particular episode, our SV nearly quit completely in a heavy downpour, leaving me momentarily stranded on the side of the freeway until the rain let up. We never did pinpoint the problem, but it was obvious that some electrical component or connection somewhere was getting wet. In the dry, however, our bike ran like a top.

(Above) Instrumentation is pure and simple.
(Right) The SV tracks well out of the turns and makes surprisingly good power.



(Left) There's room for two on the SV650.
(Right) The 41mm forks are basic but work well for casual sport riding. Overall, the SV's ride is plush.
(Below) The SV relies on Metzeler tires to grip the road.



Railing the turns is one of the SV's favorite things to do. The well-thought-out aluminum-truss frame and overall chassis is more than capable of hanging with the strong motor. This feather-light-feeling bike corners extremely well, needing only a little coaxing from its master to initiate the turns. Having to muscle the SV through the switchbacks is not necessary, because this bike is ready and willing to respond to whatever you tell it to do. If you do start pushing it, though, the SV's suspension can start feeling a little mushy and a little wallowy, and you'll start wishing for those damping adjustments that you don't have.

If you find yourself going into a turn a little too hot, no worries with the SV650. The large dual discs up front and the single disc out back are no doubt strong enough to haul in a machine like the mighty Hayabusa, let alone a 323-pound (claimed dry weight) 645cc V-twin. Need I say more? (Well, the rear-brake pedal is adjustable.)

Even though the Suzuki engineers put most of their thinking into the SV's motor and chassis, they didn't forget about the little things that make everyday riding more pleasurable. Some of these things include rubber-covered aluminum footpegs, positioning the rear-view mirrors to where they're actually useful, placing the footpegs low enough on the frame to where your knees aren't digging into your chest, conveniently mounting the choke lever on the handlebar, designing a comfortable seat, and providing a fuel tank that holds plenty of gas. The SV relies on a low-on-fuel light to warn the rider, as there is no petcock.

What didn't we like about the SV650, you ask? Okay, here's the list:

Not very long, is it?

If you're thinking about taking the SV650 to the track, then Suzuki is going to try to push you over the edge by offering a special road racing contingency program for the SV650, which will be eligible for payout at 57 regional club events in each club's appropriate Twins class. For more details, check your local Suzuki dealer or log on to Suzuki's web site at www.suzuki.com.

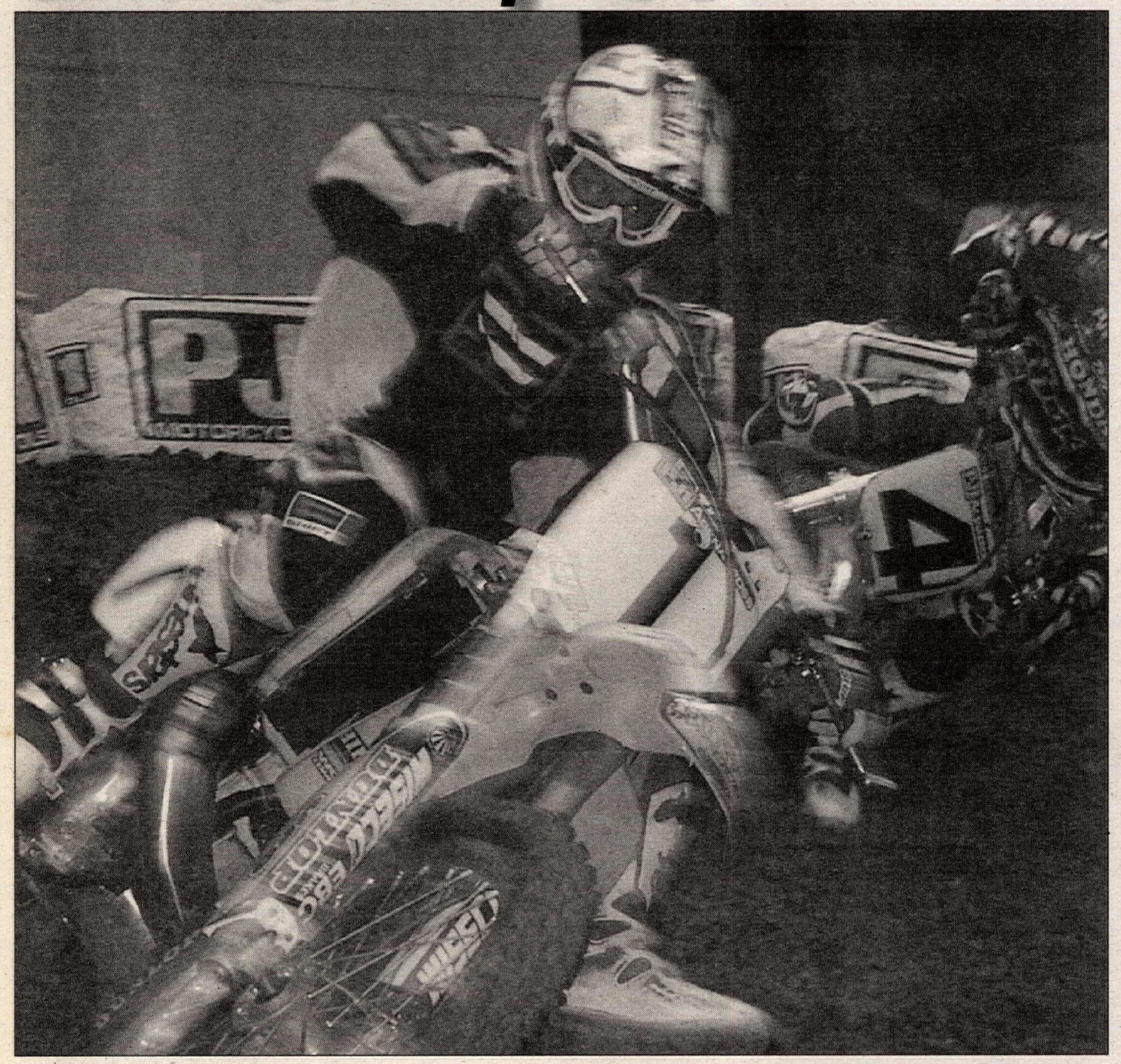
Evidently, there are already a lot of people out there who know a good motorcycle when they see one. According to Suzuki, the SV650, which has only been available for a few months, has been selling like crazy. For some reason, this doesn't surprise us. CN

1999 Suzuki SV650X

Specifications

Engine type	Liquid-cooled, 4-stroke, DOHC, TSCC, 90-degree, V-twin
Bore x stroke	81.0 x 62.6mm
Displacement	645cc
Compression ratio	11.5:1
Carburetion	(2) Mikuni BDSR39
Lubrication system	Wet sump
Exhaust system	2 into 1
Transmission	6-speed, constant mesh
Clutch	Wet multi-plate
Final drive ratio	3.000 (45/15)
Drive chain	D.I.D 525 O-ring chain, 110 link
Electrical	Digitally mapped
Spark plug	NGK CR9E
Frame	Aluminum truss-type
Rake/trail	25°/99mm
Suspension	
Front	41mm telescopic forks, oil damped (non-adj.)
Rear	Link-type, single-shock, 7-way spring preload
Brakes	
Front	Two twin-piston pin-slide-type calipers, 290mm discs
Rear	Single twin-opposed piston caliper, 240mm disc
Tires	
Front	120/60 ZR17 Metzeler
Rear	160/60 ZR17 Metzeler
O/A length	81.5 in.
O/A width	29.5 in.
O/A height	41.7 in.
Wheelbase	56.3 in.
Ground clearance	5.5 in.
Seat height	31.7 in.
Claimed dry weight	363 lbs.
GVWR	885 lbs.
Fuel capacity	4.2 gal.
MSRP	$5699

He can have his cake and eat it, too



Already-crowned champ Buddy Antunez (1) put the icing on the cake, sweeping the final round of the AMA/PJ1 National Arenacross Series in Salt Lake City.

By Dave Deringer

SALT LAKE CITY, UT, MAR. 26-27

It was a great way to end a very successful season for Primal Impulse Suzuki/Bill's Pipes/Shift-backed Buddy Antunez at the final race of the year of the PJ1 National Arenacross Series.

Although the resident of Temecula, California, clinched his third straight Arenacross championship last week in San Jose, California, he saw no reason to back off the pace and romped to another perfect outing, taking the wins in all four of the weekend's finals while wearing a patch on his pants reading "Three Peat."

The wins came in dominating fashion in front of a host of family and friends. It marked Antunez's 15th win in the last 16 finals. The wins helped Antunez reach a series record of 25 wins in a single season.

Antunez did it all in front of an enthusiastic crowd on Friday and an even larger crowd - estimated at 10,000 - on Saturday night.

"I have a lot of family and friends here," Antunez said Friday night, "and I'd like to give them a show, also."

Antunez also commented on the series and his championship.

"I feel great," he said. "I had a great year, a great run at the end of the season, and everything came together this year."

Finishing second three times over the course of the weekend was Thor/Honda/Tuf Racing/Pro Circuit-sponsored Denny Stephenson. Even though Stephenson had little chance of catching his teammate Jeromy Buehl for second in the point standings, he gave it his all and had one of his best outings of the year.

"I'm a little disappointed that I came on so strong so late," Stephenson explained. "I need to start the first six like I ended the last six, but I was real fortunate to stay healthy, and I'm going to miss it now that it's over. I need to come on stronger earlier next year, and I really think I could win this thing next year."

Stephenson's teammate Buehl had only a mediocre weekend, but his results were good enough to secure second place in the final series standings. For Buehl, it was his third runner-up series finish, and he missed out again on the elusive championship title.

"The season started off pretty bad," Buehl said. "I looked at my finger at Des Moines and said, 'That's not supposed to go that direction.' I went to the next rounds to get points, and played catch-up all year from there. I guess I got some breaks, too, with Willoh and Palmer getting hurt, but I'll try again next year."

Antunez, Stephenson, Buehl and their fellow Arenacross competitors then headed off with friends and relatives to nearby Park City, Utah, for several days of snowboarding and fun as well as the elaborate awards banquet held on the following Monday night. Antunez received his $25,000 bonus from P.J. Harvey, the owner of PJ1 Brands, and then received a $10,000 bonus from American Suzuki's Pat Alexander. In addition to a respectable bonus, the remaining top 15 riders also received several other individual awards.

FRIDAY

Antunez and Illinois' Tom Hofmaster were the winners in the 125cc heat races. Then Antunez came back to take the first 250cc heat win, while Motoworld of El Cajon's Greg Schnell mastered the second heat. Thor/Honda/Tuf Racing's Jeromy Buehl took the win in the SBS Dash For Cash, and Mike Jones thrilled the crowd and took a win in the jump-off contest.

Jones nailed the 125cc main-event holeshot on his SMP/Dunlop/Skin-backed Kawasaki in front of Antunez and his Primal Impulse Suzuki teammate Chad Pederson. Antunez made his way by Jones in the early goings, while Schnell was left picking up his bike after a third-turn crash that would eventually send him back to the pits. Pederson and Honda-mounted Stephenson motored by Jones through the rockers on lap three. Soon thereafter, Jones tasted the Utah soil, and he retired from the race.

Stephenson quickly moved past Pederson into second, where he remained for the entire race. Buehl and Hofmaster battled for several laps until Buehl took a trip over a berm and lost several positions.

Antunez cruised to a comfortable win over Stephenson, Pederson and Kawasaki of Carrollton's Doug DeHaan, who slipped by fifth-placed Hofmaster for fourth.

"I just feel real comfortable on my Suzuki right now," Antunez calmly explained. "I'd like to keep that streak of wins going."

Jones again gated perfectly and was the early leader of the 250cc final. Antunez, Pederson and Stephenson were once again at the front.

Jones led for several laps before the red flag came out for Canadian Brian Slegers, who had crashed hard on the big double. After medical personnel took care of Slegers, the race was restarted in single-file order. Jones again took off, but Antunez made his way by three laps later.

Stephenson would strike Jones next, moving into second, but by that time Antunez was long gone. Antunez took his second win of the night, followed by Stephenson, who took his second runner-up of the night. Jones held on but was disappointed with third, and Schnell had a much better ride this time, finishing fourth.

"This is a lot different than I expected," said Supercross series regular Schnell. "I thought this would be a little bit easier, but I have a lot more respect for these guys now."

SATURDAY

Jones took the first 125cc heat-race win, while Antunez won the second. Jones and Hofmaster had an incredible battle in the first 250cc heat race, result-

ing in Hofmaster getting shut off and dragged down the track while his bike was stuck on Jones'. Stephenson took the win in the final Dash For Cash of the year, and Jones again took the jump-off win.

Antunez was the early leader of the 125cc final, with Stephenson and Banzai Motorsports/Xtreme/Wiseco/Renthal-supported Hofmaster in tow. Stephenson bobbled on lap four and Hofmaster took advantage, moving into second. Jones passed Stephenson next for third as the Nebraskan made yet another mistake.

Antunez began to pull away throughout the next few laps, as Hofmaster set a good pace in second. Jones and Stephenson went at it for some time until Jones clipped a hay bale, allowing Stephenson back into third. Antunez was long gone as the race wound down, while Hofmaster was now getting some pressure from a hard-charging Stephenson. With the white flag waving, Antunez was styling for the massive crowd and Stephenson was all over Hofmaster.

Antunez crossed the line for his third win of the weekend and Hofmaster crossed next, holding on to his best-ever Arenacross finish in second, just feet ahead of Stephenson. Jones and Buehl rounded out the top five.

"This one feels good," Hofmaster said of his second-place ride. "It's been coming together the last few weeks. I just wish it started a little earlier. I think I finished every possible position this year except the most important one. I'm already looking forward to next year."

Antunez took another holeshot and proceeded to gain some ground at the start of the final race of the year - the 250cc final. Pederson, Hofmaster and Jones followed next. Jones and Pederson came together before the end of the first lap, and Pederson crashed violently. Hofmaster, DeHaan, Stephenson and Buehl slithered by the downed Suzuki pilot and set sail.

Jones began having rear-brake problems, and the lead pack moved by him as he was looking down at his wounded ride. Stephenson moved by Hofmaster for second. Then Buehl attacked a fading Hofmaster for third.

With Antunez in total control once again, the race was for second, and that belonged to Stephenson, who would hang on to that position to the finish. Buehl and DeHaan crossed the line in third and fourth, and Schnell would be the last rider to pass Hofmaster, who ended up sixth.

"That was a little easier than I expected," Antunez said with a big grin from ear to ear. "Billy Whitley pointed out a couple of lines to me and they seemed to help. This is a great way to finish it up." **CN**

(Above) Antunez, on the Primal Impulse Suzuki, now has three arenacross titles to his name.
(Left) Denny Stephenson finished out the series on a high note, going 2-2-3-2. He ended up third in the series behind Antunez and Jeromy Buehl.

Delta Center
Salt Lake City, Utah
Results: March 26-27, 1999
(Rounds 33 & 34 of 34)

Friday

125 PRO (15 riders, 16 laps): 1. Buddy Antunez (Suz); 2. Denny Stephenson (Hon); 3. Chad Pederson (Suz); 4. Doug DeHaan (Kaw); 5. Tom Hofmaster (Suz); 6. Jeromy Buehl (Hon); 7. Jim Chester (Suz); 8. Greg Rand (Kaw); 9. Robb Floth (Yam); 10. Hawk White (Suz); 11. Erik Janssen (Suz); 12. Kenny Bell (Yam); 13. Mike Jones (Kaw); 14. Josh Borges (Yam); 15. Greg Schnell (Yam).

250 PRO (15 riders, 20 laps): 1. Buddy Antunez (Suz); 2. Denny Stephenson (Hon); 3. Mike Jones (Kaw); 4. Greg Schnell (Yam); 5. Doug DeHaan (Kaw); 6. Jeromy Buehl (Hon); 7. Chad Pederson (Suz); 8. Tom Hofmaster (Suz); 9. Jim Chester (Suz); 10. Zeb Armstrong (Yam); 11. Robb Floth (Yam); 12. Cody Taylor (Yam); 13. Erik Janssen (Suz); 14. Scott Taft (Kaw); 15. Brian Slegers (Kaw).

DFC (6 riders, 4 laps): 1. Jeromy Buehl (Hon); 2. Denny Stephenson (Hon); 3. Buddy Antunez (Suz); 4. Mike Jones (Kaw); 5. Chad Pederson (Suz); 6. Greg Schnell (Yam).

JUMP-OFF: 1. Mike Jones (Kaw); 2. Kenny Bell (Yam); 3. Doug DeHaan (Kaw).

Saturday

125 PRO (15 riders, 16 laps): 1. Buddy Antunez (Suz); 2. Tom Hofmaster (Suz); 3. Denny Stephenson (Hon); 4. Mike Jones (Kaw); 5. Jeromy Buehl (Hon); 6. Doug DeHaan (Kaw); 7. Greg Schnell (Yam); 8. Chad Pederson (Suz); 9. Jim Chester (Suz); 10. Robb Floth (Yam); 11. Hawk White (Suz); 12. Erik Janssen (Suz); 13. Robbie Taft (Kaw); 14. Chris Butterfield (Yam); 15. Kenny Bell (Yam).

250 PRO (15 riders, 20 laps): 1. Buddy Antunez (Suz); 2. Denny Stephenson (Hon); 3. Jeromy Buehl (Hon); 4. Doug DeHaan (Kaw); 5. Greg Schnell (Yam); 6. Tom Hofmaster (Suz); 7. Mike Jones (Kaw); 8. Zeb Armstrong (Yam); 9. Jim Chester (Suz); 10. Robb Floth (Yam); 11. Scott Taft (Kaw); 12. Cody Taylor (Yam); 13. Erik Janssen (Suz); 14. Jeremy Paget (Suz); 15. Chad Pederson (Suz).

DFC (6 riders, 4 laps): 1. Denny Stephenson (Hon); 2. Mike Jones (Kaw); 3. Buddy Antunez (Suz); 4. Jeromy Buehl (Hon); 5. Doug DeHaan (Kaw).

JUMP-OFF: 1. Mike Jones (Kaw); 2. Kenny Bell (Yam); 3. Tom Hofmaster (Suz).

AMA/PJ1 NATIONAL ARENACROSS SERIES FINAL POINT STANDINGS (After 34 of 34 rounds): 1. Buddy Antunez (1139/25 wins); 2. Jeromy Buehl (992/6); 3. Denny Stephenson (944/2); 4. Jeff Willoh (801/15); 5. Greg Rand (701/1); 6. Cliff Palmer (691/9); 7. Tom Hofmaster (662); 8. Jim Chester (632); 9. Chad Pederson (450/4); 10. Ty Wallace (431); 11. Mike Jones (387/1); 12. Doug DeHaan (300); 13. Lance Smail (158); 14. Tom Welch (154); 15. Keith Johnson (151/1); 16. Jeff Gibson (145/2); 17. Charley Bogard (143); 18. Jim Neese (132); 19. (TIE) Heath Voss/Brad Woolsey (124); 21. Erik Janssen (118); 22. Jason Conlon (102); 23. Barry Carsten (85); 24. Ivan Tedesco (84); 25. Jimmy Wilson (79).

Briefly...

Many honors were given out at the **awards banquet** on Monday night. **Mike Jones** was jump-off contest champion and entertainer of the year. **Greg Rand** was nominated as sportsman of the year, while his mechanic, **John Kitch**, took mechanic-of-the-year honors. The award for most determined went to privateer **Erik Janssen**, and honors for most improved rider went to **Tom Hofmaster**, who finished the series in seventh. **Suzuki** took the manufacturers' award, and the hard-luck award went to **Cliff Palmer**, who led the points chase for more than half the series before a crash-induced injury at his home race in Oklahoma.

Not only were injured Arenacross riders **Jeff Willoh** and **Cliff Palmer** present at the banquet, so were newly crowned 125cc Western Regional Supercross Series Champion Nathan Ramsey and BMX dirt-jumping legend **Tim "Fuzzy" Hall**. Ramsey came out to watch his good friend and training partner **Buddy Antunez** accept his awards and collect his winnings one night after finishing 12th in the 250cc class at the St. Louis Supercross. Hall was invited by his friend **Mike Jones**, as he happens to be a Salt Lake City local.

Denny Stephenson was crowned as the SBS Dash For Cash champion for the third time in three years and collected a $5000 check from SBS. Stephenson won a total of 10 DFCs, finishing with a total of 104 points. He thanked SBS, as well as all the fans who donated money throughout the year. Finishing second was Antunez, and he pocketed an extra $2000, while **Jeromy Buehl** finished third with two wins and 58 points. Buehl took home a $1500 check, while Kawasaki of Carrollton's Greg Rand finished fourth with 56 points and earned a $1000 bonus.

Lake Whitney Spring National

SOUND OF THUNDER SERIES/CENTRAL STATES REGION

Reed goes 'four' broke

By Kat Spann and The Beckster

WHITNEY, TX, MAR. 26-28

Oklahoma speedster Chase Reed was the top winner at the third annual Spring National, held at Lake Whitney Motocross Park. Reed raced to four class championships, finishing on top of the podium in both the Stock and Modified 125cc Schoolboy races, and in the 125cc Modified Intermediate and 125cc Open events.

American Suzuki/Cernic/Performance Engineering-sponsored Gene Stull of Gibsonia, Pennsylvania, earned wins in three out of four events, topping both the 85cc Stock and Modified (14-16) categories as well as the 85cc Open class. His only loss came in the Supermini class, in which his bike blew up on him.

Only two other riders matched Stull's performance with three titles each. Mike Alessi earned the Stock and Modified 65cc (7-11) and 65cc Open wins, while Mike Odom claimed the 125cc Stock and Modified Novice titles and the 250cc Modified Novice overall.

The most emotional reaction to a championship win came from the Daton Beavers camp when the Minibike (12-13) racer came out of his final Stock moto with a 2-1 and then the final Modified moto with a 3-1 to take both classes.

Rusty Holland was the big winner in the 250cc Pro class, sweeping both motos for the win. Although Holland won the second moto in the 125cc Pro event, it was Team Green/Pro Circuit/Troy Lee Designs-backed Mike Corder's consistent 2-2 that awarded him his first win since joining the Pro league this past winter.

The Intermediate bike action was every bit as exciting as the Pros, in both the 125 and 250cc categories. The only rider to stop Reed in his tracks from a total sweep in all five of the 125cc events he entered was Oklahoma's Johnny Marley. Marley's outstanding performance in the final 125cc Stock Intermediate class saw him lead from start to finish.

"I just wanted to get the holeshot and ride as fast as I could to win," Marley said.

"I got squeezed off the start by two riders on the outside and that put me back in 12th going around the first corner," said the Central Yamaha/LCS-backed Reed. "I wasn't sure what I did after that, as I was just riding wide open. I really thought I might have a chance for the win, but the laps ran out on me."

New Mexico's Kevin Johnson locked up second place behind Marley in the 125cc Stock Intermediate contest.

"I got a fairly good jump off the gate and lifted my front wheel off the start and set it down out of the rut, so I kind of messed up," Johnson said. "I charged into the first turn and passed three or four guys and came out in fifth. From then on, I just charged forward."

Reed's first championship win of the event came in the 125cc Stock Schoolboy contest on Saturday.

"I came off the gate and my bike bogged down and everybody smoked by me," Reed said. "When I came around the sweeper, I snuck up behind the leader and got him in the first corner, and then (Bobby) Bonds all of a sudden came out of nowhere on the inside and almost hit me, so I had to smooth out even farther to the right. Then Justin Smith fell in front of me and I hit him. That put me in about 15th, but I was able to pass about five riders on the outside line and work my way up from there."

The second title for Reed came in the 125cc Open class. After running qualifying heats, both Johnny Marley and Aaron Lindsey had single points going into the final event. Lindsey, however, ended up in a Waco hospital after a terrible spill down the mountain on Friday left him with a serious neck injury.

"I knew I had to get the win in front of Marley to take the title in this one," Reed said.

Kevin Johnson finished second.

"I got a great start and led the whole thing," Johnson said. "Chase worked his way though the pack until a couple of corners from the finish. When we dropped down into the gully, I just hit and lost all my momentum. That's when he (Chase) came out on the outside in a line I hadn't tried yet. He passed me by. I got to hand it to the kid - he's hauling butt."

The third championship win for Reed came in the final race of the 125cc Modified Intermediate.

"Actually, once again, I didn't get that good of a start," said Reed. "I don't know what's up with my starts in the main motos. I got out there in fifth or sixth, and I saw everyone was crowding down to the inside, so I followed Johnny on the outside and stayed in the main line and got around all four of the riders except for Johnny, who was at the front. I was following him and we both made a couple of mistakes. Then he dug down to the inside and railed the outside a little out of control, but it worked out for me. After that, I just kept my head and rode my own race."

"Chase is going really fast," Marley said. "He's riding really good. I got a good start with the holeshot. We had made some adjustments to my suspension and it messed me all up. I still rode good, but it could have been better."

"I finally got a really good holeshot for the first time," said Reed following his fourth win in the 125cc Schoolboy Modified class. "Billy (Laninovich) was on the outside of me and I kind of squeezed him off of the inside in the second corner. After that, I pulled a bit of a lead and then settled into my race, trying not to make any mistakes."

"I started second, behind Chase, and just couldn't stay smooth," said Billy Laninovich. "Then Bobby Bonds passed me. They both really rode good."

It was a tough race for Bonds.

"I broke my ankle about two months ago and it's still really sore," Bonds related from the podium. "I got a pretty horrible start, about midpack. If I could get a better start, it would make things a lot easier."

Gene Stull made his presence known in the 85cc Open race on Saturday.

"I knew I had to win," Stull said. "Bryan Johnson dislocated his shoulder earlier, so that took him out of contention, so I had to beat Colt Humphrey for the overall. I passed a couple of guys

(Above) Dylan Lord (30), Colt Humphrey (15), winner Gene Stull (33), Drew Kain (77) and Brad Cole (377) battle early in the 80cc Stock (14-16) class at the Lake Whitney Spring National. (Right) Chase Reed (155) chases down Beau Boynton (34) in the 125cc Open class. Johnny Marley (90) and Matt Johnson (7) pursue.

in the sweeper early in the race, so I didn't have to worry about them later."

"I didn't get the start I wanted," Dylan Lord said. "I got pinched off and was in sixth when one of the guys fell right in front of me. I think I did pretty good, though."

Lord used his 2-3 for second overall.

Stull then blasted his way to the front to win both the 85cc Stock and Modified (14-16) classes.

"In the Stock moto, I knew I had to get a good holeshot," Stull said. "I got the start I wanted and stayed out front. In the Modified, I knew I had to beat Dylan for the win. I played a smart race and didn't want to go down, so I kept a safe pace from Dylan, and it worked."

Mike Alessi's first championship came early in the second motos, when he finished 1-1 for the title in the 65cc (10-11) Modified class.

"I've been finishing first in all my motos, except for the 80s - I gotta get my act together," said Alessi of his six straight moto wins in the 65cc ranks.

"The track is getting rough," said runner-up Dennis Jonon, "and I got a horrible start and had to work my way up to second after an eighth-place start."

Ronny Jackson finished the second moto in third for the same position overall, shutting out Scotty Wennerstrom for a podium finish, although Scotty still finished fifth.

The 65cc Stock (10-11) class was Alessi's next conquest, as he once again won both motos.

"I got the holeshot, but it was kind of tough because Dennis (Jonon) was on my butt the whole race," said Alessi.

"Mike's kind of hard to catch up to," Jonon said. "I passed him in the whoops and mis-shifted in the air and then couldn't get my rhythm back."

Justin Keeney was consistent with third-place finishes in both motos.

"The track was real rough," Keeney related. "I came around a corner and hit a bump and Dennis got around me. He kind of got away, so I just rode safe and tried to stay up and keep going."

Alessi's final win in the 65cc Open left second place up for grabs. Texans Scotty Wennerstrom and Ronny Jackson both wanted it. As it turned out, though, New Mexico's Bradley Graham used a consistent 3-3 score to tie in points with Wennerstrom's 2-4 and Jackson's 4-2 tallies.

"I got by Wennerstrom in the last lap in the whoops," said Graham. "I had an okay start, but I could have been up there a little more, I think."

"I just had to concentrate on what I was doing," Jackson said. "I got an all-right start but couldn't double in the whoops."

Florida's Davi Millsaps put a halt to Mike Alessi's win streak in the 80cc ranks, winning all four of his 85cc (7-11) Stock and Modified showings. Alessi, however, made an excellent showing in the 80cc format, finishing a very respectable second behind Millsaps in every moto.

"Mike (Alessi) got the holeshot in the first moto," said Millsaps of the 85cc Stock (7-11) race. "I passed him on the outside, but then I drifted out too wide and he took me on the inside, followed by Dennis Jonon. In the next lap after that, I just went for it and took it back and won the race."

"My front lever got pushed down and I couldn't stop because I didn't have any brakes," Alessi commented, "so I couldn't catch Davi."

"I got the start in the second moto but missed a shift and two people went by me," Millsaps said of his Modified win. "The next lap around, Mike Alessi went on the inside and hit some big breaker bump and almost crashed. He just let me go by and I ended up winning."

Local Joey Pratt absconded with the holeshot in the first moto of the 125cc Pro event, but Justin Buckelew took over the lead out of the first turn and held on to it.

"I got a pretty bad pick of the gate," said Buckelew, "and was lucky to get on the inside on the start. I bogged it a little right out of the gate, but my Pro Circuit NCY Yamaha pulled me up there in the first turn, where there was definitely some banging going on in the first left-hander. I knew I had to get out there in front right away, so I snuck around the inside and swept the sweeper for the lead and just tried to get away as soon as I could."

Mike Corder followed Buckelew to the checkered flag in second.

"I gained a position when Rusty (Holland) screwed up," Corder explained. "He was swapping out, so I went by. Then Brett (Racine) made a mistake in the whoops, and that helped me when I went by him."

"I got a good start, actually," said Team Green/Prop Circuit/Fox/Spy-sponsored Brett Racine. "I thought I may have gotten the holeshot at first. I swept around the outside, and there was a Yamaha (Pratt) on the inside of me. I went outside of him and overshot the second turn a little bit and J.B. (Buckelew) got by me. I was trying to stay right with Justin, who had a really fast pace going; then Corder was right behind me the whole moto, too. I kept getting him through the triple-triple-double, and once I messed up through it and did a big ol' Superman. Corder got by me and rode an awesome race."

The second moto saw Holland out front at the checkered flag.

"In the first moto, I didn't get too good of a jump off the gate," Holland said. "I moved to third real quick, but my lines were all messed up. If you're not taking good lines on a 125, it really slows your momentum down. I regrouped in the second moto, though. These kids are keeping me honest. I had no idea who was behind me, but I just kept charging forward, and that's what I needed to do. They call these 'amateur' races, but these kids are just as fast as the guys in the National circuit."

Billy Payne finished third.

"It was a good race," Payne declared. "All four of us hung in there. I tried like hell to get by Corder, as he's been roosting me all day."

Justin Buckelew ended second overall.

"I didn't get a really good jump off the start and got punched off by Holland and Payne and still came out okay and got by a couple of people," Buckelew said. "It was a tough moto. I was eating dirt there for a long time. I finally got around Payne and then he got me right back. I made a bobble in the whoops, which kind of demoralized me a bit, but I put in a good effort and I'm pretty happy with second overall."

Mike Corder's second-place finish in the second moto earned him the overall.

"I'm pretty happy," Corder said. "I started riding Pro in January, and this is my first overall win. I was just out there having fun. Billy was on me, but I just kept saying to myself, 'Hold on, hold on!' I'm stoked. I'm out here to race for Brandon Layton, a good friend, and I'm glad I won this one for him."

Holland's return in the 42-rider 250cc Pro contest saw him smokin' on the Lake Whitney course. "Northrup got the holeshot, but I passed him at the end of the creek bottom after passing my way up from a third-place start in the rhythm section," said the Dean Marini/Torco/Planet Hollywood-sponsored rider. "My forte is outdoor tracks, and I'm glad I made the trip."

"Whitney's pretty fast," said the Team Green/FMF/Fox/Scott-backed Northrup. "I got the holeshot, but I was kind of antsy."

Corder started in fourth, behind Holland.

"Rusty was on it!" Corder said. "I passed Brad (Woolsey) and then closed in on Rusty in the tower sweeper. It was kind of sketchy."

Holland absconded with the holeshot and went on to collect another win in the second moto of the 250cc Pro class.

"I wish it was as easy as it looked," Holland said. "All these kids are going good and keeping me honest."

"I rode really fast in the second moto," the Team Green/Pro Circuit/Fox-sponsored Racine said. "Billy (Payne) and I got together through the whoops and he passed me and started doubling through. I thought to myself, 'I can get him back.' I tripled in, then tripled again and jumped as far to the right as I could, landing on the tires. Billy drifted over a little bit and we tapped. He ended up going down, and I really don't know how I saved that one." **CN**

Davi Millsaps (118), Mike Alessi (800) and Dennis Jonon (136) finished 1-2-3 in the 85cc Stock (7-11) class.

Lake Whitney Cycle Park
Lake Whitney, Texas
Results: March 26-28, 1999

51 (4-6) STK: 1. Blake Baggett (Cob); 2. Zeb Smith (Cob); 3. Cole Seaton (Cob); 4. David Meade (Cob); 5. Alex Mennenga (Kaw).

51 (4-6) MOD: 1. Blake Baggett (Cob); 2. David Meade (Cob); 3. Landon Currier (KTM); 4. Cole Seaton (Cob); 5. Alex Mennenga (Kaw).

51 (7-8) STK: 1. Dominic Izzi (Cob); 2. Trey Canard (Cob); 3. Colton Bailey (Cob); 4. Michael Hall (Cob); 5. Brandon Willis (Cob).

51 (7-8) MOD: 1. Colton Bailey (Cob); 2. Dominic Izzi (Cob); 3. Trey Canard (Cob); 4. Jake Erickson (Cob); 5. Michael Hall (Cob).

51 (4-8) OPEN: 1. Trey Canard (Cob); 2. Colton Bailey (Cob); 3. Jake Erickson (Cob); 4. Dominic Izzi (Cob); 5. Blake Baggett (Cob).

65 (7-11) BEG: 1. Sean Baird (Kaw); 2. Michael Perry (Kaw); 3. Ethan DeBerry (Kaw); 4. Nico Dollar (Kaw); 5. Kasey Fisher (Kaw).

65 (7-9) STK: 1. William Hahn (Kaw); 2. Sean Hackley Jr. (Kaw); 3. Jeff Alessi (Kaw); 4. Jeffrey Fisher (KTM); 5. Cory Green (Kaw).

65 (7-9) MOD: 1. Jeff Alessi (Kaw); 2. Sean Hackley Jr. (Kaw); 3. William Hahn (Kaw); 4. Marshall Smith (Kaw); 5. Dominic Izzi (Kaw).

65 (10-11) STK: 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Justin Keeney (Kaw); 4. Cody Gilmore (Kaw); 5. Ronny Jackson (Kaw).

65 (10-11) MOD: 1. Mike Alessi (Kaw); 2. Dennis Jonon (Kaw); 3. Ronny Jackson (Kaw); 4. Cody Gilmore (Kaw); 5. Scotty Wennerstrom (Kaw).

65 (7-11) OPEN: 1. Mike Alessi (Kaw); 2. Ronny Jackson (Kaw); 3. Bradley Graham (Kaw); 4. Scotty Wennerstrom (Kaw); 5. Cody Gilmore (Kaw).

80 (7-16) BEG: 1. Ryan Donaldson (Kaw); 2. Tyler Ellis (Hon); 3. Bubba Richey (Yam); 4. Sean Baird (Kaw); 5. Tanner Grooms (Hon).

85 (7-11) STK: 1. Davi Millsaps (Suz); 2. Mike Alessi (Kaw); 3. Dennis Jonon (Kaw); 4. Joshua Hill (Suz); 5. Lance Hollister (Kaw).

80 (7-11) MOD: 1. Davi Millsaps (Suz); 2. Mike Alessi (Kaw); 3. Justin Keeney (Kaw); 4. Dennis Jonon (Kaw); 5. Lance Hollister (Kaw).

85 (12-13) STK: 1. Daton Beavers (Kaw); 2. Teddy Maier (Hon); 3. Jonathan Kerr (Kaw); 4. Daryl Ecklund (Yam); 5. Sean Collier (Kaw).

80 (12-13) MOD: 1. Daton Beavers (Kaw); 2. Sean Collier (Kaw); 3. Zackary Lundy (Hon); 4. Scott Simon (Yam); 5. Thomas Hahn (Hon).

85 (14-16) STK: 1. Gene Stull (Suz); 2. Jesse Casillas Jr. (Yam); 3. Gavin Gracyk (Kaw); 4. Edgardo Rojas (Kaw); 5. Waylon McCulloch (Yam).

80 (14-16) MOD: 1. Gene Stull (Suz); 2. Dylan Lord (Kaw); 3. Gavin Gracyk (Kaw); 4. Colt Humphrey (Hon); 5. Mike Chiudioni (Yam).

80 OPEN: 1. Gene Stull (Suz); 2. Dylan Lord (Kaw); 3. Colt Humphrey (Hon); 4. Daton Beavers (Kaw); 5. Gavin Gracyk (Kaw).

S/MINI: 1. Edgardo Rojas (Kaw); 2. Dylan Lord (Kaw); 3. Gavin Gracyk (Kaw); 4. Daton Beavers (Kaw); 5. Sean Collier (Kaw).

125 SCHBY STK: 1. Chase Reed (Yam); 2. Brandon Hightower (Yam); 3. Dan Truman (Suz); 4. Billy Laninovich (Yam); 5. Bobby Bonds (Yam).

125 SCHBY MOD: 1. Chase Reed (Yam); 2. Bobby Bonds (Yam); 3. Billy Laninovich (Yam); 4. Justin Smith (Kaw); 5. Dan Truman (Suz).

125 BEG: 1. Chris Hamill (Yam); 2. Dustin Willis (Hon); 3. Josh Honea (Hon); 4. Zac Atwell (Hon); 5. Tyson Smith (Yam).

125 STK NOV: 1. Geoffrey Mayfield (Yam); 2. Mike Odom (Hon); 3. Brent Denton (Yam); 4. Jeremy Durrett (Kaw); 5. Richee Owens (Yam).

125 MOD NOV: 1. Mike Odom (Hon); 2. Richee Owens (Yam); 3. Jeremy Durrett (Kaw); 4. Brent Denton (Yam); 5. Vernon McKiddie (Yam).

125 STK INT: 1. Johnny Marley (Yam); 2. Kevin Johnson (Yam); 3. Chase Reed (Yam); 4. Billy Laninovich (Yam); 5. Ben Riddle (Kaw).

125 MOD INT: 1. Chase Reed (Yam); 2. Johnny Marley (Yam); 3. Kevin Johnson (Yam); 4. Ben Riddle (Kaw); 5. R.J. Thompson (Kaw).

125 OPEN: 1. Chase Reed (Yam); 2. Johnny Marley (Yam); 3. R.J. Thompson (Kaw); 4. Kevin Johnson (Yam); 5. Adam Mennenga (Kaw).

125 PRO: 1. Mike Corder (Kaw); 2. Justin Buckelew (Yam); 3. Billy Payne (Kaw); 4. Rusty Holland (Hon); 5. Jeff Northrop (Kaw).

250 BEG: 1. Howard McCarrick (Yam); 2. Justyn Wilder (Suz); 3. Mark Wagner (Hon); 4. Rick Whatley (Suz); 5. Boyd Littlefield (Kaw).

250 STK NOV: 1. Mike Odom (Hon); 2. Jonathan Schultz (Yam); 3. Ryan Shernaman (Yam); 4. Eric Moore (Yam); 5. M.J. Dodson (Yam).

250 MOD NOV: 1. Mike Odom (Hon); 2. Jonathan Schultz (Yam); 3. Nate Larsen (Kaw); 4. Kyle Hochstetler (Kaw); 5. Ryan Shernaman (Yam).

250 STK INT: 1. Ben Riddle (Kaw); 2. Bobby Bonds (Yam); 3. Steve Sullivan (Yam); 4. Jeremy Brown (Kaw); 5. Shaun Smith (Hon).

250 MOD INT: 1. Ben Riddle (Kaw); 2. Steve Sullivan (Yam); 3. Andrew Short (Kaw); 4. Jeremy Brown (Kaw); 5. Heath Frazier (Hon).

250 OPEN AM: 1. Kyle Farnell (Suz); 2. Chad Johnson (Kaw); 3. Steve Sullivan (Yam); 4. Bobby Bonds (Yam); 5. Glen Long (Yam).

250 PRO: 1. Rusty Holland (Hon); 2. Jeff Northrop (Kaw); 3. Brett Racine (Kaw); 4. Ivan Tedesco (Yam); 5. Mike Corder (Kaw).

LDS OPEN AM: 1. Tania Satchell (Kaw); 2. Jessica Patterson (Kaw); 3. Kristy Shealy (Kaw); 4. Angie Keuntjes (Kaw); 5. Shelly Kann (Yam).

300-650 OPEN AM: 1. Justin Brisseau (Yam); 2. Todd Perna (Yam); 3. Ryan Shoaf (Yam); 4. Cary Watson (KTM); 5. Joe Carter (Hon).

25+ NOV: 1. Mike Shirley (Kaw); 2. Todd Perna (Yam); 3. Denny Garley (Yam); 4. Mike Nuehring (Yam); 5. Brad Lewis (Yam).

25+ INT: 1. Stephen Stewart (Yam); 2. Greg Lewis (Yam); 3. Greg Ingels (Kaw); 4. Trace Fowler (Yam); 5. Steve Hill (Yam).

25+ EX: 1. Austin Squires (Suz); 2. Dean Lane (KTM); 3. Chad Wollaston (Yam); 4. Darryl Wills (Hon); 5. Dwain Carter (Yam).

30+ NOV: 1. Robert Tiemann (Hon); 2. Donnie Holcomb (Kaw); 3. Billy Jensen (Hon); 4. Peyton Treadwell (Hon); 5. Brian Autrey (Yam).

30+ INT: 1. Monte Hill (Kaw); 2. Stephen Stewart (Yam); 3. Greg Lewis (Yam); 4. Trace Fowler (Yam); 5. Rick Anaya (Yam).

30+ EX: 1. Darryl Wills (Hon); 2. John Lundy (Hon); 3. Dean Lane (KTM); 4. Joe D. Jordan (Yam); 5. Todd Watson (Kaw).

35+: 1. Darryl Wills (Hon); 2. Lyle Schrock (Yam); 3. John Lundy (Hon); 4. Todd Watson (Kaw); 5. Stephen Stewart (Yam).

40+: 1. Lyle Schrock (Yam); 2. Larry Morton (Yam); 3. Cary Watson (KTM); 4. Billy Smith (Hon); 5. Steve McCombs (Yam).

Round 2: Cingoli Circuit

FIM WORLD CHAMPIONSHIP 125cc MX SERIES

CHICCO'S LAST LAUGH

By Alex Hodgkinson

CINGOLI, ITALY, MAR. 28

Alessio "Chicco" Chiodi had no answer to Claudio Federici in the first moto of the Italian 125cc MX GP, but the champion still had the last laugh with yet another GP win - the 20th of his career - after the challenger fell off three times in race two.

After finishing second to Federici in the first moto, Chiodi took full advantage of Federici's problems in the second moto to come away the moto win and, with it, the overall victory. After winning both motos in the series opener in France, Chiodi now has three moto wins under his belt and a modest 12-point series lead over Federici.

Rounding out the top five overall at Cingoli were American Mike Brown and French riders Luigi Seguy and Johnny Aubert.

The Cingoli track, located 2000 feet up in the Apennines mountain range, has not been kind to Americans over the years. Billy Liles (in 1990) and Tallon Vohland (in 1996) each crashed out of the series while leading their respective World Championship Series, while Trampas Parker had a significant mechanical DNF there when he lost the 500cc crown in 1995. But today, Brown well and truly laid that jinx to rest with his best-ever GP result: third overall via

(Above) Italy's Luca Cherubini (14) gets a little out of shape at the start of the Italian 125cc GP. Cherubini ran up front for a while before fading. (Below) Defending champ "Chicco" Chiodi came back from a first-moto second to win the second moto and the second GP in a row.

(Left) Claudio Federici won the first moto, but a trio of crashes relegated him to second place in the second moto. (Right) American Mike Brown had one of his best GP rides, finishing third overall via 3-3 placings. (Below) A flu-battered Jeff Dement struggled in Italy.

3-3 moto finishes. Fellow American Jeff Dement also added to his seasonal total in both motos despite a case of the flu and a revival of hostilities from the AMA National days with Great Britain's James Dobb.

Gating second to Chiodi, Federici was in a class of his own in race one, winning by 13 seconds after passing the champ on lap four of the 20-lap race.

"I knew I was strong, but I had such bad starts in France (at the opening round)," Federici said. "That race (the first moto in Italy) proved that we have this sorted out. I was confident (enough) to pass Chicco anyway, but when he went wide approaching a corner, I took my chance. It was difficult to hold the inside line on the camber and we were alongside off the next jump, but I flattened my jump, got my wheels on the ground first, and was in front. It was very slippery after the rain just before the race, and I concentrated very hard on building an advantage in case I made a mistake. But I didn't."

Italy's Luca Cherubini was unable to hold the pace, and he dropped from third to seventh.

"I must make my military service this year and cannot train properly," Cherubini said of his lack of energy late in the race.

Brown was happy to make his way onto the podium after putting in a tremendous charge from 30th place on the Cat Honda.

"I spun the rear wheel on the gate," Brown said of his bad start. "It was just like ice after the rain. After that, I had to push hard, but I felt good and the only difficult pass was on my teammate Siggi (Luigi Seguy)."

France's Seguy's fourth place added to Cat team manager Dave Thorpe's joy. Brown had no chance to advance further.

"When I got to third, the leaders were way out of sight," Brown said.

The slippery surface, particularly at the road crossing, claimed many victims, including Great Britain's Carl Nunn, who hurt his left shoulder in a fall on lap one and did not ride again. Also bailing here was Italy's Erik Camerlengo, who tore finger ligaments as he put out his hand to break his fall. And James Dobb also crashed, putting the blame on someone else.

"It wasn't my fault," Dobb said. "(Antti) Pyrhonen fell there and pushed everyone out, and I was the one on the outside of the corner who went down."

At the finish, Dobb had an argument with American rider Jeff Dement.

"We were both battling up the field," complained Dobb, "and he (Dement) kept coming up the inside of me in the turns even though he didn't have a clutch."

For his part, the American was less than polite about the Englishman.

"Yeah, he started it," Dement said, "when he slammed me early on even though he could see my clutch lever was hanging down. I've got enough problems with the flu, and the lever was already gone on lap two when I fell after nearly slipping into track-marker tires."

The Texan eventually finished a frustrated 15th, one place behind Dobb.

"I had him," Dement said of Dobb. "I broke clear and then fell off with one lap to go."

The ultimate hero of the race, however, was Slovenian teenager Sebastjan Kern. In his first GP outside his homeland, riding a stock Yamaha with the only sign of a sponsor being a sewn-on patch for a national fuel chain on the back of his shirt, he was an incredible ninth. It was a nice way to celebrate his 18th birthday.

More rain before the second race made the track treacherous. Three Yamahas led on the first lap, but not one of them was Federici's YZ. Cherubini took the holeshot, but, in his words, he "stalled at turn two and got run over."

Next to lead was Camerlengo, but only until the first downhill jump; according to him, he was trying too hard, which resulted in a hard touchdown.

"The pain on landing taught me to ride more carefully," he said.

Great Britain's Paul Malin then took over the lead, but that wouldn't last for long.

"I had changed the gearing to get out of the gate and had no power up the hills," said Malin.

On lap two, Brown moved into the lead, but Chiodi and Federici both swept past him on lap three.

"I knew I needed to pass him (Brown) early because of the conditions," Federici said. "He chased me hard for half the race before I started to move away. But then I let my concentration lapse, got sideways on a jump and crashed. I did it again at the same place the next lap."

Still, he was second, well clear of Brown - but Chiodi was gone.

"No problem," the defending champ said. "I knew that if I pushed him, he might make a mistake - and he did."

"Stay with them, Mike," was team manager Thorpe's message to Brown on the pit board. Then Thorpe muttered out loud, "You're never going to beat them until you learn to ride their pace."

As if he had heard him, Brown did just that for 15 minutes before the Italians made the break. He was thus not quite close enough to take advantage of any of Federici's mistakes when they started to come.

Dement was still down in 13th at the finish.

"I hooked up with Malin on lap one and went down," Dement said. "But I kept going, and those three points could mean something at the end." **CN**

Italian 125cc GP
Cingoli, Italy
Results: March 28, 1999 (Round 2 of 13)

MOTO 1: 1. Claudio Federici (Yam); 2. Alessio Chiodi (Hus); 3. Mike Brown (Hon); 4. Luigi Seguy (Hon); 5. Thomas Traversini (Hus); 6. Johnny Aubert (Hus); 7. Luca Cherubini (Yam); 8. Mathieu Lalloz (Yam); 9. Sebastjan Kern (Yam); 10. Patrick Caps (Hon); 11. Grant Langston (KTM); 12. Petri Jarvela (Yam); 13. Simon Baumann (Suz); 14. James Dobb (Suz); 15. Jeff Dement (Hon).

MOTO 2: 1. Alessio Chiodi (Hus); 2. Claudio Federici (Yam); 3. Mike Brown (Hon); 4. Johnny Aubert (Hus); 5. Luigi Seguy (Hon); 6. Steve Ramon (Kaw); 7. Erik Camerlengo (Yam); 8. Mathieu Lalloz (Yam); 9. Patrick Caps (Hon); 10. Thomas Traversini (Hus); 11. Paul Malin (Yam); 12. Luca Cherubini (Yam); 13. Jeff Dement (Hon); 14. Ivan Lazzarini (TM); 15. Kenneth Gundersen (Yam).

O/A: 1. Chicco Chiodi (Hus); 2. Claudio Federici (Yam); 3. Mike Brown (Hon); 4. Luigi Seguy (Hon); 5. Johnny Aubert (Hus); 6. Thomas Traversini (Hus); 7. Mathieu Lalloz (Yam); 8. Luca Cherubini (Yam); 9. Patrick Caps (Hon); 10. Steve Ramon (Kaw).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES STANDINGS (After 2 of 13 rounds): 1. Alessio Chiodi (77/2 wins); 2. Claudio Federici (65); 3. Mike Brown (39); 4. Thomas Traversini (36); 5. Johnny Aubert (34); 6. Patrick Caps (33); 7. Carl Nunn (30); 8. Luigi Seguy (28); 9. Steve Ramon (26); 10. Erik Camerlengo (22); 11. Jeff Dement (21); 12. Luca Cherubini (19); 13. Mathieu Lalloz (16); 14. James Dobb (13); 15. Cedric Melotte (10).

Briefly...

The **Yamaha** teams have been hard at work since their defeat at the French GP. Claudio Federici's bike now weighs even less than the Husqvarnas, and Team De Carli has also been working on the motor. Federici said, "We have made changes to the electronic ignition and expect better starts." Meanwhile, Carl Nunn and mechanic Kevin Harris spent two days last week at the Rinaldi workshop.

You won't see **Alessio Chiodi** wearing the same color riding gear two times in a row. The World champ has two different outfits - in red and yellow - from clothing sponsor UFO. "I always ride one moto in each color," Chiodi said.

Alessio Chiodi's **20th GP win** - all coming in the 125cc class - still leave him third on the all-time winners' list (in the 125cc division). Belgium's Gaston Rahier won 28 GPs between 1975 and 1980, while Dave Strijbos earned 26 wins between 1984 and 1994. Chiodi is also just two victories shy of becoming the most successful Italian in any class, but his target could still change - Alessandro Puzar is still very much an active participant in the 500cc GPs, which starts the week after Easter.

Belgian **Cedric Melotte** was a nonstarter in Italy despite qualifying on Saturday. "I've had a problem all week with my hand," Melotte said. "I must have trapped a nerve or something."

Italy's **Luca Cherubini** is not the only 125cc GP rider currently hampered in his sporting aims by military conscription. Austrian **Michael Milanovic** faces a hectic drive after each GP at the moment. "I'm also doing my military service, and they give me Friday off before each GP, but I have to be back in camp by 6:30 Monday morning."

The impressive-looking big-team rigs, which infest the GP paddocks nowadays, certainly have their disadvantages, as Harry Everts soon found out. After spending two hours negotiating the final 12 miles from the motorway to the Cingoli track 2000 feet up in the Apennines, Everts, the Hada Kawasaki team owner, was worn out. "What a headache," he said. "The twin-rear-axle tractor has such a wide turning circle that I couldn't get around the hairpin bends without maneuvering each time."

Round 2: Megalopolis Motocross Park

FIM WORLD CHAMPIONSHIP 250cc MX SERIES

Vuillemin wins in Greek mud bath

Somewhere behind all the mud is Frenchman David Vuillemin, who won the 250cc MX GP in Greece.

By Geoff Meyer

MEGALOPOLIS, GREECE, MAR. 28

The second round of this year's FIM Winfield World 250cc Motocross Championships was very much a case of taking one step back and two steps forward, as French Yamaha rider David Vuillemin survived a crash and a poor start to win the Greek Grand Prix, which was held on a muddy and undulating track on the hillsides of Megalopolis.

When Vuillemin picked himself up off the ground after a crash in the first moto of the Greek 250cc Grand Prix, it looked like the young rider was possibly in over his head in the premier 250cc class. Sure, he had won the season-opening Beaucaire International and finished second in the 1998 World 125cc Motocross Championships, but he still trailed the leaders and it was not looking likely he would catch them anytime soon. However, one can never count out a rider of Vuillemin's ability.

It was what happened to his rivals that gave Vuillemin his first win in only his second 250cc Grand Prix, but it also showed that the 20-year-old rider from Berre l'Etang, France, will be fighting hard for championship glory, just as he had done last year in his challenge to Italian Alessio Chiodi in the 125cc championship.

"I am surprised to win the overall with a 5-1 result," Vuillemin said after his victory, "but just about everyone crashed, and I will take this win for sure."

What of the favorites for this year's 250cc championship? Moto-one winner Pit Beirer blasted out of a left-hand turn while holding third place in moto two and plowed into fellow Winfield Kawasaki rider Marnicq Bervoets, who had finished third in moto one. Mickael Maschio, the moto-one runner-up, was also involved in the accident.

"It was a stupid move," Beirer said. "I rode too aggressive and crashed. I am very sorry to Marnicq."

American Ryan Hughes, who looked awesome on the muddy track, was also on the ground more often than he would have liked.

"Man, I got hit in the face in the first moto by a big lump of mud, lost my goggles and crashed," he said. "Then, in the second moto, I crashed with Geisbers."

Hughes still managed to finish fourth overall after fighting like a pit bull.

Only Frederic Bolley, who had won the opening Grand Prix of the season in Spain a week earlier, did not crash. Bolley, though, started slowly in the first moto and was covered in a thick layer of mud, causing him to stop for goggles midrace and lose a lot of time on the lead riders. In the second moto, Bolley showed why he is one of the favorites for the 1999 championship as he rode smoothly for second place in the moto and second place overall.

The GP circus would return to Greece without the services of two of last year's major players, the injured Stefan Everts and U.S. Supercross Series contender Sebastien Tortelli. It was on this track that these two champions battled hard in one of the greatest GP finals in recent history.

In Saturday's early-morning qualification, Yamaha riders stood tall, as Maschio, Vuillemin and Alessio Belometti finished first, second and fourth, respectively. Again, it seemed like qualification would mean little; Maschio had been only a midfielder in the 250cc class.

In the first moto, German rider Pit Beirer moved quickly to the front on a track that had been was deluged by overnight rain. Only Beirer arrived after the first lap with a clean jersey. In second place was Maschio, who had, in fact, led for the first part of the moto, only to let Beirer by him.

"Pit passed me after I made a mistake," said Maschio. "I tried to get him back, but the racing line was very narrow due to the mud. By the time the first lap was over, he was already getting away, though."

Back in third place, Vuillemin looked smooth and ready to pounce on Maschio, while Bervoets was smiling after missing a turn-one accident.

"Brian Jorgenson crashed in front of me," Bervoets said. "I hit him, but it did not slow me down. I was very lucky not to go down."

Hughes was fighting for his life in 20th place after a lap-one mistake.

"Out of the start, it was very slippery," said Hughes. "I was behind Bervoets in about fifth place. A big clump of mud hit me in the face, and it really knocked me about. I fell and got up miles back."

With a clear track, Beirer took his time and by lap three he was getting away from Maschio, while Vuillemin was still third, followed by Bervoets, Bolley, Leon Geisbers, Frederik Vialle, Mark Eastwood, Serge Guidetty and Collin Dugmore. Riders were falling all over the place, and Hughes was making the most of the situation, climbing up to eighth by lap eight.

"I was riding great," said Hughes." (There were) not a lot of lines to choose from, so I had to pick my places to pass. Some guys were very slow, and I lost my goggles in the crash, so I also had to look out for getting roosted. It was tough."

It was, in fact, only Hughes who was making a strong move. Up front, everyone rode for survival. Then Vuillemin made a mistake and fell, losing a place to Bervoets.

"I just slid off," said Vuillemin. "It was stupid, but the mud was really slippery, and on the downhills it was a little dangerous."

Bolley, who had been struggling with the mud, made a quick stop to put on new goggles. The move proved to be a smart one, as he also passed Vuillemin and looked brilliant on the drying-out track.

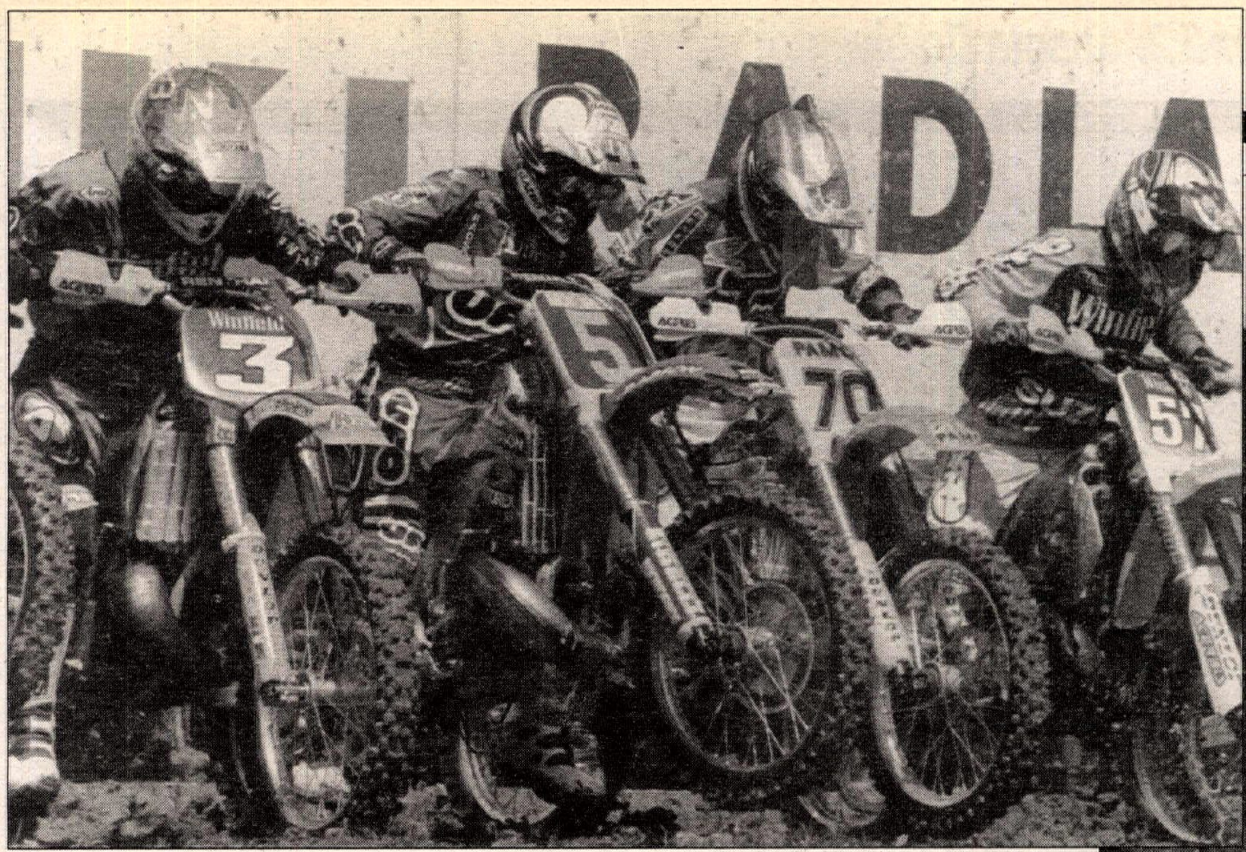
"I had a little time on the rider behind me," Bolley said. "I think it was Geisbers. I thought I could hold my place and maybe make up some places on the riders who had lost their goggles."

Hughes was still making up places and with five laps remaining he passed Giesbers for sixth place. It would be a position the American would hold until the finish.

Beirer crossed the finish line a long way ahead of Maschio, with Bervoets, Bolley and Vuillemin making up the top five.

"It was in fact an easy race," Beirer said. "I just took my time. I wanted to save myself for the next moto. Being in front made it not a problem with the mud. I think I was the only one who could say that."

With the track now dried out, there were no such problems for Bervoets,



(Above) Pit Beirer (3), Frederic Bolley (5), Hughes (70) and Brian Jorgensen (57) moments after the gated dropped in moto two.
(Right) Ryan Hughes went 3-4 for fourth overall.
(Below) Beirer won the first moto but crashed out of contention in the second.

and he pulled a nice line coming out of the starting gate ahead of Bolley, Beirer, Vuillemin and Maschio. Hughes held eighth place, just behind the front group.

Vuillemin made a move when they arrived at a sweeping left-hander, with Beirer slightly in front of Bervoets and Maschio. It looked likely that the three would again be in for a long tussle. Then, suddenly, Beirer clipped an outside berm, spearing him back into the path of Bervoets and Maschio. All three fell, and all three got up a long, long way behind the charging pack.

"Pit came over on me hard," said Bervoets. "He really made a bad move. I got up in last place. It took me three laps before I even came onto the second-last-placed rider."

Beirer was a little luckier.

"I rode too aggressive," he said. "For it to be Marnicq who I hit made it all the worse. I think I was about 20th, so I still had some work to do."

Hughes just missed the crash and moved into fifth place. The Californian looked determined to get a podium finish.

"I wanted to keep my momentum going," Hughes said. "The track was not wet, but it was very bad. They did nothing to it between motos, so it was not fit for racing on. I didn't want to make a stupid mistake, but I also did not want to lose any places."

By lap four, Hughes had moved into fourth place and was now chasing Dutch sand specialist Leon Geisbers. It was a battle that caused both some trouble.

"Man, he was hard to pass," said Hughes. "I tried once and he moved over on me. I backed off and waited for my moment."

With Vuillemin setting a blistering pace up front, second-placed Bolley looked settled in for another consistent race.

"I just wanted to finish with some good points," Bolley said. "I didn't care if I win the overall; I want to win the championship, so I just took my time."

The two Winfield riders, Beirer and Bervoets, made some serious ground on the top 10, with Beirer in 14th place on lap 13 and Bervoets an amazing 11th. Beirer was all over the place, though.

"I crashed again," Beirer said. "Going over a jump, I got out of control. I collided with Dugmore. My bike landed on me and by the time I got up, I was so sore. My legs, arms - everything was in pain."

Beirer was not the only one crashing, though. Hughes and Geisbers, who had almost crashed into each other a lap earlier, made the mistake of banging bars one too many times. As the two exploded into the air on one of the many jumps on the Megalopolis track, they collided. Hughes was up quicker and got going, only losing a place to the Yamaha-mounted Alessio Belometti.

"It was just a part of racing," Hughes said. "He had done the same thing to me a couple of laps earlier. When I got up, he called me a name. I then realized he could speak English."

Hughes was joking, of course.

Geisbers, however, was not laughing. The Dutchman felt Hughes had taken him out.

"I think it was his mistake," Geisbers said. "I was angry. I told him he was an arsehole. I broke my handlebar off, so from that moment on, I could not ride properly."

Now in fourth place, Hughes was soon on Belometti, and without too much of a fight, the American moved into third place.

Vuillemin was now some five seconds ahead of Bolley, with Hughes, Belometti and New Zealand's Josh Coppins making up the top five places. Further back, Bervoets had passed another bunch of riders and held ninth place, with Beirer 12th. Maschio, though, had made a brilliant charge, moving up from 27th on the first lap to sixth by the race's final lap.

"It was a long race," Maschio said. "I just rode as hard as I could. Everyone wanted to survive; I think that made it a little easier. I like this track. Maybe all Frenchmen like this track."

The French riders obviously liked the Greek track, as Vuillemin went on to win the moto and the overall ahead of fellow French rider Bolley and then Hughes. Maschio's sixth place gave him third overall, while Hughes ran another consistent fourth place to go with his third place overall in round one a week earlier in Spain.

"Man, I wanted third," said Hughes. "But, hey, if I can get good points at every round, I'll take that. Today I had some bad luck. I feel I was faster and stronger than just about everyone today. I can do better, though, and I will." CN

Megalopolis Motocross Track
Megalopolis, Greece
Results: March 27, 1999 (Round 2 of 16)

MOTO 1: 1. Pit Beirer (Kaw); 2. Mickael Maschio (Yam); 3. Marnicq Bervoets (Kaw); 4. Frederik Bolley (Hon); 5. David Vuillemin (Yam); 6. Ryan Hughes (Hon); 7. Leon Geisbers (Suz); 8. Gordon Crockard (Hon); 9. Josh Coppins (Suz); 10. Serge Guidetty (KTM); 11. Justin Morris (TM); 12. Miska Kovalainen (Hon); 13. Collin Dugmore (Suz); 14. Frederik Vialle (KTM); 15. Peter Iven (Kaw).

MOTO 2: 1. David Vuillemin (Yam); 2. Frederik Bolley (Hon); 3. Ryan Hughes (Hon); 4. Alessio Belometti (Yam); 5. Josh Coppins (Suz); 6. Mickael Maschio (Yam); 7. Philippe Dupasquier (Hon); 8. Brian Jorgensen (Suz); 9. Marnicq Bervoets (Kaw); 10. Remy Van Rees (Kaw); 11. Leon Giesbers (Suz); 12. Pit Beirer (Kaw); 13. Chris Steffanini (Kaw); 14. Peter Iven (Kaw); 15. Paul Cooper (Hus).

O/A: 1. David Vuillemin (Yam); 2. Frederik Bolley (Hon); 3. Mickael Maschio (Yam); 4. Ryan Hughes (Hon); 5. Pit Beirer (Kaw); 6. Marnicq Bervoets (Kaw); 7. Josh Coppins (Suz); 8. Leon Giesbers (Suz); 9. Alessio Belometti (Yam); 10. Philippe Dupasquier (Hon); 11. Brian Jorgensen (Suz); 12. Gordon Crockard (Hon); 13. Remy Van Rees (Kaw); 14. Serge Guidetty (KTM); 15. Justin Morris (TM).

FIM WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 2 of 16 rounds): 1. Frederik Bolley (70/1 win); 2. David Vuillemin (55/1); 3. Ryan Hughes (53); 4. Pit Beirer (50); 5. Marnicq Bervoets (50); 6. Josh Coppins (42); 7. Mickael Maschio (30); 8. Leon Geisbers (28); 9. Alessio Belometti (20); 10. Paul Cooper (17); 11. Peter Iven (17); 12. Remy Van Rees (16); 13. Collin Dugmore (13); 14. Justin Morris (10); 15. Philippe Dupasquier (9).

Upcoming Rounds:
Round 3 - Valkensvaard, Holland, April 11
Round 4 - Ernee, France, April 18

Round 2: Atlanta Dragway

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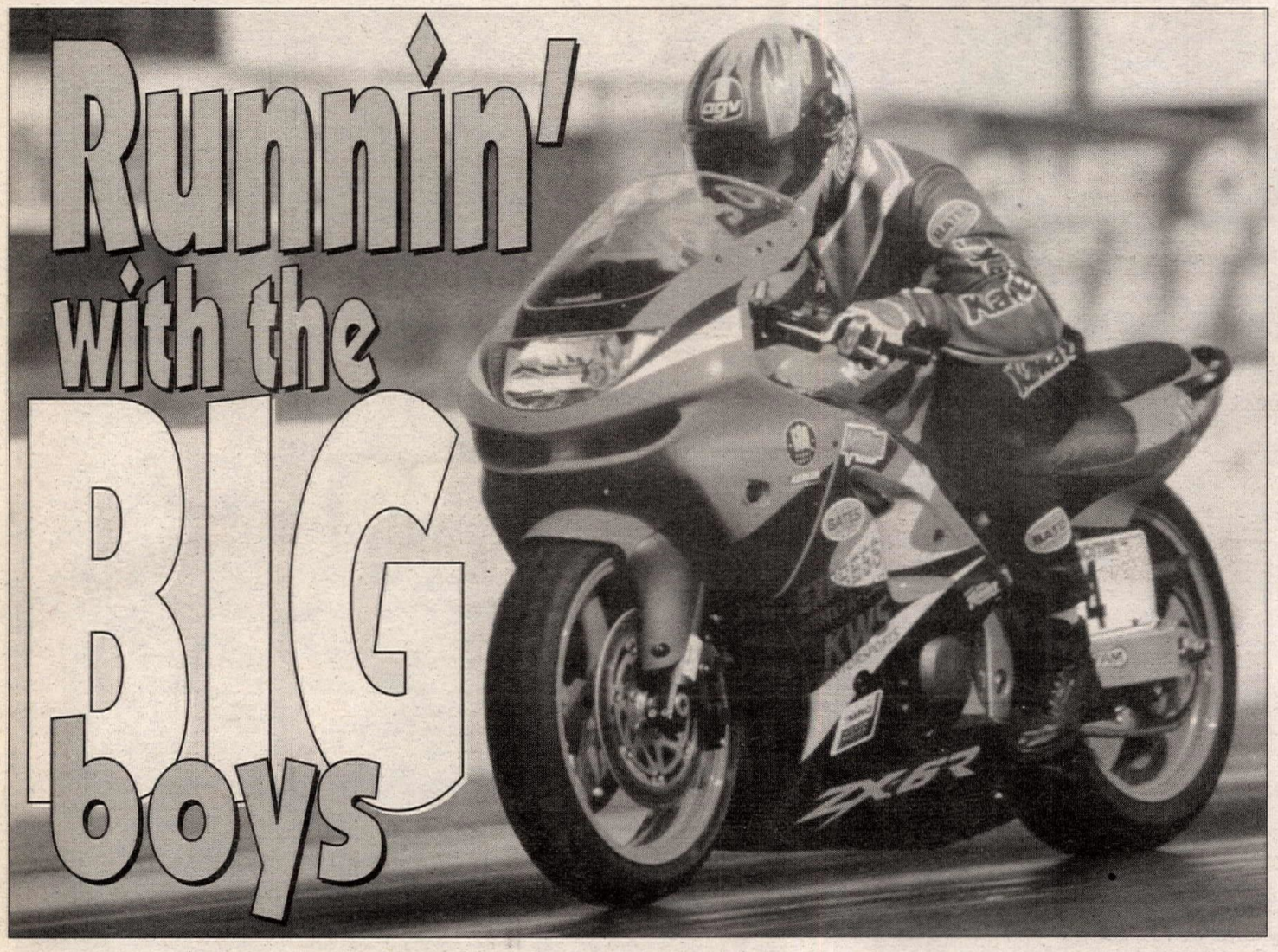
Runnin' with the BIG boys



By Matt Polito

COMMERCE, GA, MAR. 27-28

The Kerker 600cc Super Sport class has become one of the most exciting and hotly contested classes on the AMA/Prostar motorcycle drag-racing tour. Last season, the class was owned by three riders: Keith Dennis on the F&S/MSP ZX6R, Michael Phillips on the Cheese Steak Racing ZX6R and Kawasaki factory rider Rickey Gadson. The trio accounted for all the final-round match-ups in 1998, with Dennis scoring five wins and taking the class championship.

Chip Ellis, a scrappy independent from Columbia, South Carolina, was the odd man out. Although he never made a final in 1998, he had enough round wins to score a number-four plate. In the off-season, Ellis was named to the newly formed Team Green Kawasaki 600cc Super Sport team, along with Marty Ladwig and Chris Williams. In front of factory brass at Atlanta Dragway during round two of the AMA/Prostar series, Ellis proved he was a good pick, nailing the top qualifying spot and taking his first-ever victory.

For the fourth year in a row, Atlanta Dragway has hosted an AMA/Prostar national event. This year's meet, sponsored by Star Performance Parts, got off to a shaky start when a timing-computer malfunction, oil-downs and a pair of crashes canceled one of Saturday's three scheduled qualifying rounds. Sunday's eliminations went much smoother, and in the end the winner's circle saw some veterans, some up-and-coming racers, and of course, little-guy-made-good Ellis.

Ellis looked sharp right from the beginning, setting the pace with a 10.32 elapsed time at 130 mph to lead the pack of 24 bikes. Ellis, known as one of the hardest leavers in the class, got by Williams and Gadson in early rounds before facing Dennis in the final. Dennis got off the line first, but Ellis drove around him, taking the victory with the quickest lap of the event, 10.30 to 10.41.

In the Top Fuel division, Larry "Spider-man" McBride captured his third straight win, getting by three-time defending champion Tony Lang in the final. The supercharged nitro burners had trouble keeping the power to the Atlanta surface, as was evidenced by Lang's number-one qualifying effort of 6.50/225 - over four-tenths of a second off the national record. McBride ran the quickest time of the event in the final, running 6.43 seconds at 215 mph to turn back Lang's 6.64/214.

The Orient Express Funnybike series saw Keith Lynn and crew chief Roger Gordon take their first win since the 1997 U.S. Motorcycle Nationals. Lynn qualified his turbocharged, gas-powered, nitrous-fed Kawasaki on the pole with a 7.48/181 and stepped his performance up to 6.90 numbers in eliminations. But Lynn was overshadowed by his eventual final-round opponent, number-three qualifier Bryan Bennett, who put down a string of stunning 6.70 elapsed times in the early rounds of competition.

Bennett, who has not had a Funny-bike victory since 1994, had too much power in the final, breaking the rear tire loose and crossing into Lynn's lane, nearly hitting Lynn and causing a disqualification. Lynn cruised to a 6.98-second elapsed time for the victory.

Tony Sabino continued his impressive streak in the Fast By Gast Pro Modified Series, making his ninth straight final and his second win of the year on the Franco's Performance Suzuki.

Like the other high-horsepower classes, the Pro Mod bikes were having a tough time in Atlanta. Sabino, who held the low elapsed time of every event last season as well as the opening race of 1999, kept the string alive, qualifying number one at 7.07 and turning in a 6.9 in the first round of eliminations. In the final, Sabino met Bernard Johnson, making his first-ever final on his Billy Vose tuned Suzuki. Sabino got the holeshot in the final but spun the tire in fourth gear and slowed to a 7.21 as Johnson broke early in the run.

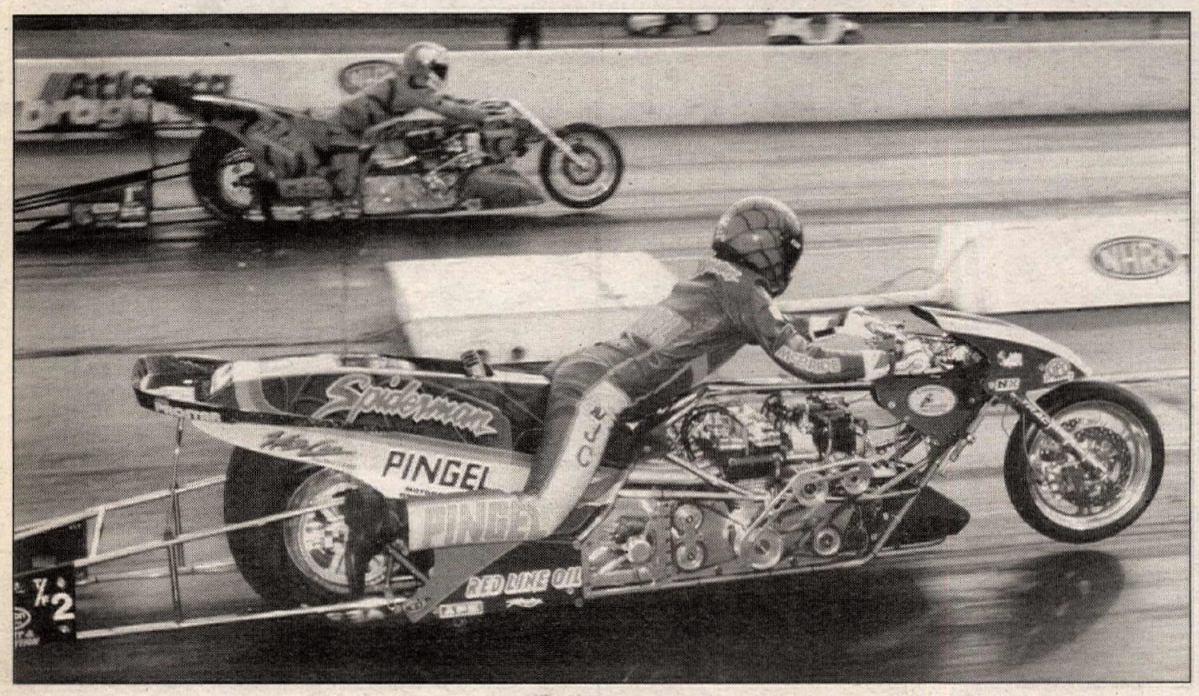
Sophomore rider Antron Brown scored his first-ever victory, bringing the Team 23 Suzuki to a final-round win over defending champion Paul Gast in the Lectron Pro Stock series.

The top qualifying spot was held by rookie Fred Collis on the Star Performance Parts four-valve Suzuki at 7.35 seconds, followed by Dave Schultz, Steve Johnson and Brown. Collis stepped it up in eliminations, running as quick as 7.25 before losing to a Brown holeshot, 7.26 to Brown's 7.28 in the semifinals.

Gast, working on a new clutch program on the Dynatek Suzuki, stepped it up as well with a pair of high 7.20s in later rounds. In the final, Gast went red by eight-thousandths of a second, throwing away his quickest-ever lap, a 7.23, as Brown ran a 7.25 for his first-ever win.

New rules in the Superbike class, which allow nitrous oxide, square slicks, lock-up clutches and two-step rev limiters, have proved difficult to master in the early part of the season, but the field is getting closer to realizing the potential of the new configuration. Kawasaki factory rider Rickey Gadson had the best handle on it, qualifying number one at 8.81 seconds and 154 mph, eventually setting the new record at 8.647/154.95 in eliminations. Gadson took his first Superbike win of the year in Atlanta, running a final-round lap of 8.76 to turn back the game 8.89 of Michael Iantorno.

Sportsman winners included Andy Baumbach in the Star Performance Parts Top Gas series; Mike Konopacki, taking his second win in a row in the APE Super Comp series; and Richard Gibbs with the win in the RC Components Super Gas series. CN



(Above) Chip Ellis proved a good choice for Kawasaki's Team Green, turning back the class standouts en route to his first 600cc Super Sport win at Atlanta Dragway during round two of the AMA/ProStar Drag Racing Series. (Left) Larry "Spider-man" McBride (near lane) is on a tear this season. McBride took out three-time defending champ Tony Lang (far lane) in the Atlanta Top Fuel final for his third straight win.

Atlanta Dragway
Atlanta, Georgia
Results: March 27-28 (Round 2 of 8)

T/F: 1. Larry McBride (Suz); 2. Tony Lang (Suz).
FNNY/BK: 1. Keith Lynn (Kaw); 2. Bryan Bennett (Kaw).
PRO MOD: 1. Tony Sabino (Suz); 2. Bernard Johnson (Suz).
PRO STK: 1. Antron Brown (Suz); 2. Paul Gast (Suz).
S/BK: 1. Rickey Gadson (Kaw); 2. Michael Iantorno (Suz).
T/G: 1. Andy Baumbach (Kaw); 2. Craig Adams (Suz).
S/COMP: 1. Mike Konopacki (Kaw); 2. Bruce Sauer (Kaw).
S/GAS: 1. Richard Gibbs (Suz); 2. Tory Chapman (Kaw).
600 S/SPT: 1. Chip Ellis (Kaw); 2. Keith Dennis (Kaw).

Upcoming Rounds:
Round 3 - Columbus, Ohio, April 24-25
Round 4 - Rockingham, North Carolina, June 5-6

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Yamaha of Troy's Ernesto Fonseca

Hurricane Ernesto

By Henny Ray Abrams

Doesn't he know the rules? Doesn't he know that no one wins his first 125cc supercross? And his second, and his third, and his fourth, and...?

Didn't anyone tell him that you can't fall in the first corner of a supercross and still win? That you can't pass 15 riders in 15 laps on a course that turns in on itself more than fusilli?

The short answer to all of those questions is no, no one told Costa Rican Ernesto Fonseca what he couldn't do - so he did it.

In his first-ever supercross, in Tampa Stadium this past February, the multi-time AMA Amateur, Costa Rican and Latin American Champion simply won.

"Yeah, I was a little bit surprised," the 17-year-old Yamaha of Troy rider said in slightly accented English during a break at the St. Louis Supercross. "But I don't try to think too much of that - just thinking about myself, and know I can do it."

"No, I wasn't surprised he won Tampa," countered Yamaha of Troy team manager Erik Kehoe, "just because of watching him during testing during the week. I think we were real happy, and I knew there were going to be a lot of good guys there (in Tampa). I knew the competition was going to be steep, and to come away there with a first and second (Yamaha of Troy's Stephane Roncada was second), I wasn't surprised, because watching him testing during the week, he'd been riding really well. We knew that if he got a good start and he rode to his potential, he was able to do it."

And he did.

And he won again in Atlanta, and came from behind in Daytona, and came from way behind in St. Louis. So where did he come from?

Ernesto Fonseca was born in the Costa Rican town of Heredia, population 75,000 and the capital city of Heredia, one of seven provinces in the Central American country of 3 million.

Like all successful racers, he started young. By the time he was 5, he had his first motorcycle and the encouragement of his father, a former motocross and street-bike rider.

He began racing the same year he had his first bike, 1985, and took fifth in a Pee Wee Honda race. From there, he progressed steadily and rapidly, winning his first race about a year later, but he can't remember where. What he remembers is how he was influenced by American racing. The American races were shown on ESPN in Spanish, and he remembers watching Ricky Johnson race at Daytona.

"My favorite rider was (Damon) Bradshaw all the time," Fonseca said, "but then after that, when I started going to races more here, he's still my favorite rider, but not as much as it was before."

Fonseca describes the tracks in his homeland as a mixture of American supercross and motocross tracks.

"Because lap times are like 1:20 or something and they're like really, really long, like motocross races, but they have a lot of jumps, too," he said. "So it's kind of combined."

Mostly, he raced in his homeland, but to contest the Latin American Championship, he had to travel to Brazil, Puerto Rico and Guatemala, which he did from 1996 through 1998. He came back with three Latin American titles and a few more Costa Rican titles, including two in 1998, which earned him the ride with Yamaha of Troy.

"I've seen Ernesto ride many times in the past, and I watched the results of the amateur races, and the guys from Yamaha have been watching him and bringing him along for a long time," Kehoe said. "I met with him directly when he first came over here. He's been riding with Yamaha for a few years. They've been behind him and supporting him. I know that they really wanted to have Ernesto (be a) part of the program."

What Yamaha sees in Fonseca is probably what Kehoe sees.

"Ernesto's very confident," Kehoe said. "That's very good, a very good trait. He's eager to learn. I think at the Yamaha track, when all the other guys are out there, he asks questions, he watches different things. A lot of times, some younger guys that have a lot of talent like that want to do it their way and that's it. I think that he's eager to learn and take other things into consideration and then make the choice which he thinks is the best."

The choices have been wise. Fonseca has a smooth, confident riding style - always in control, able to hit the same lines lap after lap or improvising as the track changes.

"Right now, I think the biggest thing he needs to work on is just experience," Kehoe said, "just the time. Getting experience. And he's been getting great starts and he's been riding well, he's been training well. As long as he stays focused on his program, he'll be very successful. He doesn't have much experience now in setting the bike up. We've been working with him, testing suspension and motor stuff, and he seems to have his own direction, and I think he's been successful at achieving a bike that works well for him."

What has helped Fonseca immeasurably has been his ability to train and learn from the veteran Yamaha riders - Jeremy McGrath, John Dowd, Doug Henry and Jimmy Button.

"I kind of try to hang out as much as I can with him," Fonseca said of McGrath, the five-time Supercross Champion. "Jeremy is a real role model for everything, not only as a motocross rider. I just try to pick up every little thing that he does, and it makes a big difference."

Fonseca has no personal trainer and sets his own training regimen.

And what does he learn from riding?

"It's hard to say," Fonseca asserted. "You can't tell every time, you just picked it every now and then. When you go out riding with Button and Dowd and all those guys, you can pick up a little thing, and then you'll get to do it when you're riding and it helps a lot. It's hard to tell. You just have to be watching and you'll pick it up right there. It's not like I can tell you right there."

Whatever it is, it works, though he didn't do too badly on his own.

Fonseca first came to the United States in 1992, racing the Winter National Olympics in Gainesville, Florida, and winning the 7- to 11-year-old 60cc class as an 11-year-old. At the time, and for a long time afterward, he was sponsored by Beach Sportcycles Yamaha. He raced the Mini National Olympics again in 1993 and 1994. Then, in 1995, he won the Bronze Boot Award for being the most successful Youth-class racer at the Olympics.

Aside from becoming a four-time AMA Amateur National Champion, Fonseca also won the 125cc Latin America Championships from 1996 through 1998, and the Costa Rican 125cc title in 1997, a title he retained in 1998, adding the 250cc crown.

The deal with Yamaha of Troy, Yamaha's unofficial 125cc team, came together in New Orleans at the end of last year. Since signing, Fonseca has

Yamaha of Troy's Ernesto Fonseca has yet to lose a race since turning pro.

been spending more and more time in the United States, settling in Murrieta, California, an area that is rich in practice tracks and where many riders live.

His first target is the 125cc Eastern Regional Championship, which he's taken by storm.

The first race was in Tampa, on a track like nothing he had ridden before.

"Tampa was probably one of the ones I thought I could do it best," Fonseca said. "I had no pressure. Just go out and ride. I knew I could win in practice; nobody was looking that good. Stephane (Roncada, his Yamaha of Troy teammate) was looking really, really good, but then he was in front of me in the race, but I just kept seeing him and seeing him and I started closing on him, and then after that I knew I could win this and then I just gave it 100 percent, and it came out good."

As did the next race in Atlanta, which he won from wire to wire.

"Atlanta, I led the whole race, and it was a little tight and I was getting more confidence," he said.

Then came Daytona.

Daytona is something of a hybrid: the jumps and obstacles of a supercross, but longer, almost like that of a motocross. Fonseca didn't lead the race, preferring to follow his teammate Roncada until there was an opening.

"It was weird," Fonseca said. "I kind of like - I was thinking about it for a little bit, but then I'm like, 'I'm just going to settle for second,' and then after that I had a second air and I felt strong. After half the race, I'm like, 'I feel strong again, so I'll just start charging more.' I'm just happy that everything came out great. I wasn't expecting that Stephane would just give it away that easy."

After a three-week break, the series continued in St. Louis.

"I've done it three times, why can't I do it a fourth time?" he asked before the race. The answer was that you can't do it if you fall in the first turn - not normally.

After the first-turn pileup, Fonseca was away in 15th. His progress was steady, and with a few laps to go, it appeared he had a shot. The chance would come on the final lap, in a series of jumps that he was able to take like the 250cc riders. Landing after nailing the triple, he came down on KTM's Kelly Smith, knocking him off his bike. Fonseca didn't miss a beat, continuing slowly on to victory. He was contrite, but the general opinion was, "That's racing."

"It's not like I did it on purpose or nothing," Fonseca told the crowd of nearly 50,000. "It's part of racing, and hopefully it'll never happen again."

Now that there's a two-week break until the next round in the Pontiac Silverdome, Fonseca has time to catch up on training and classwork. He's been home-schooling in California, working toward his high school degree. More importantly, he's learning how much he likes the racing environment.

"I've been here for four months and I've been to Costa Rica twice," Fonseca says. "I miss it every now and then, but I think every time I'm enjoying California more. I'm getting more used to it."

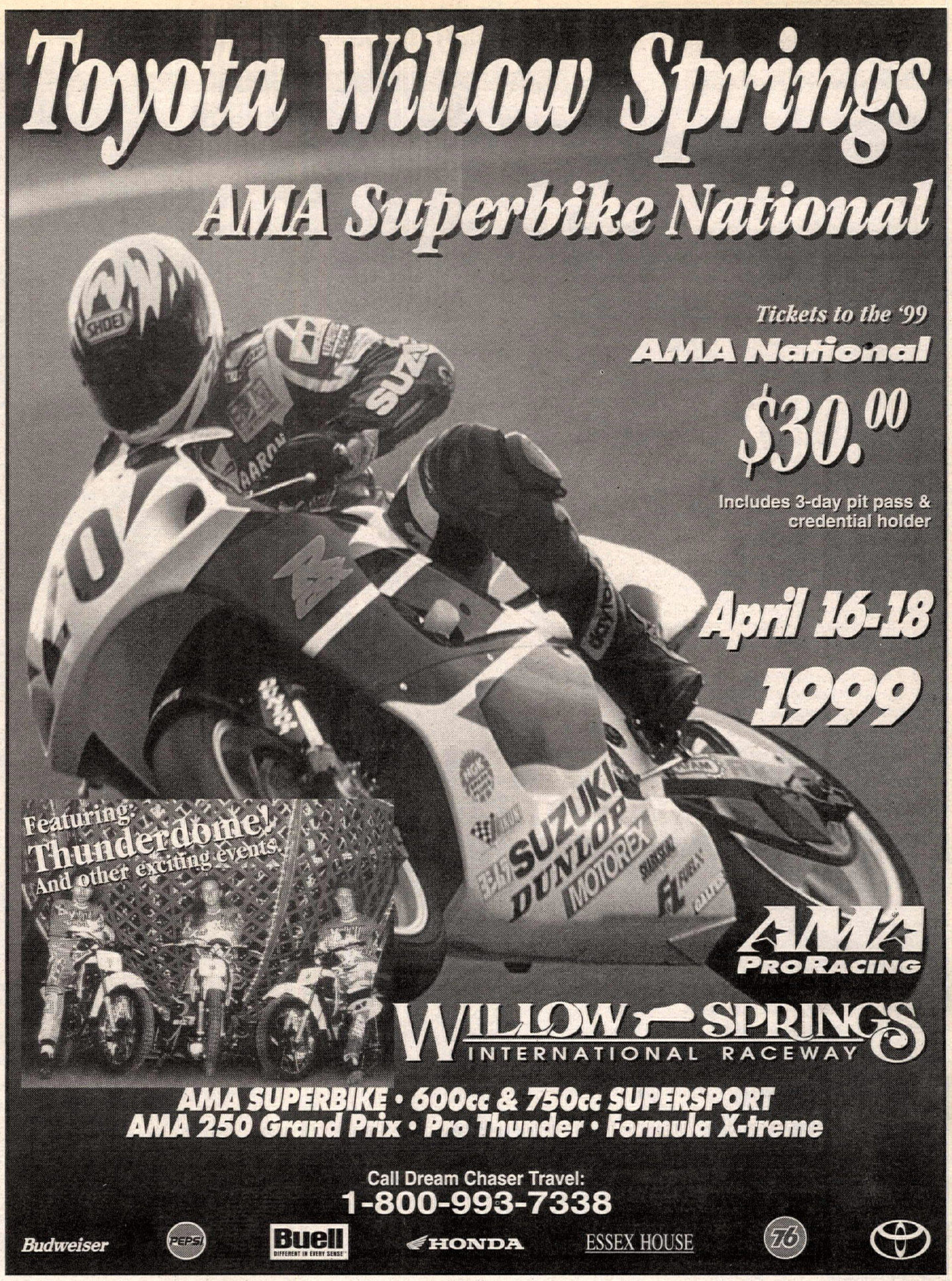
What he's also getting used to is the attention. With every win comes a little more recognition, a little more notoriety.

"Every weekend, you get to see it and notice it better," he said.

And what else should his fans know about him?

"They just know about me from racing," he says, letting his riding speak for itself.

It's worked so far, and there's no reason to believe it won't continue to for a very long time. CN



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1970 AMA Grand National Champion Gene Romero

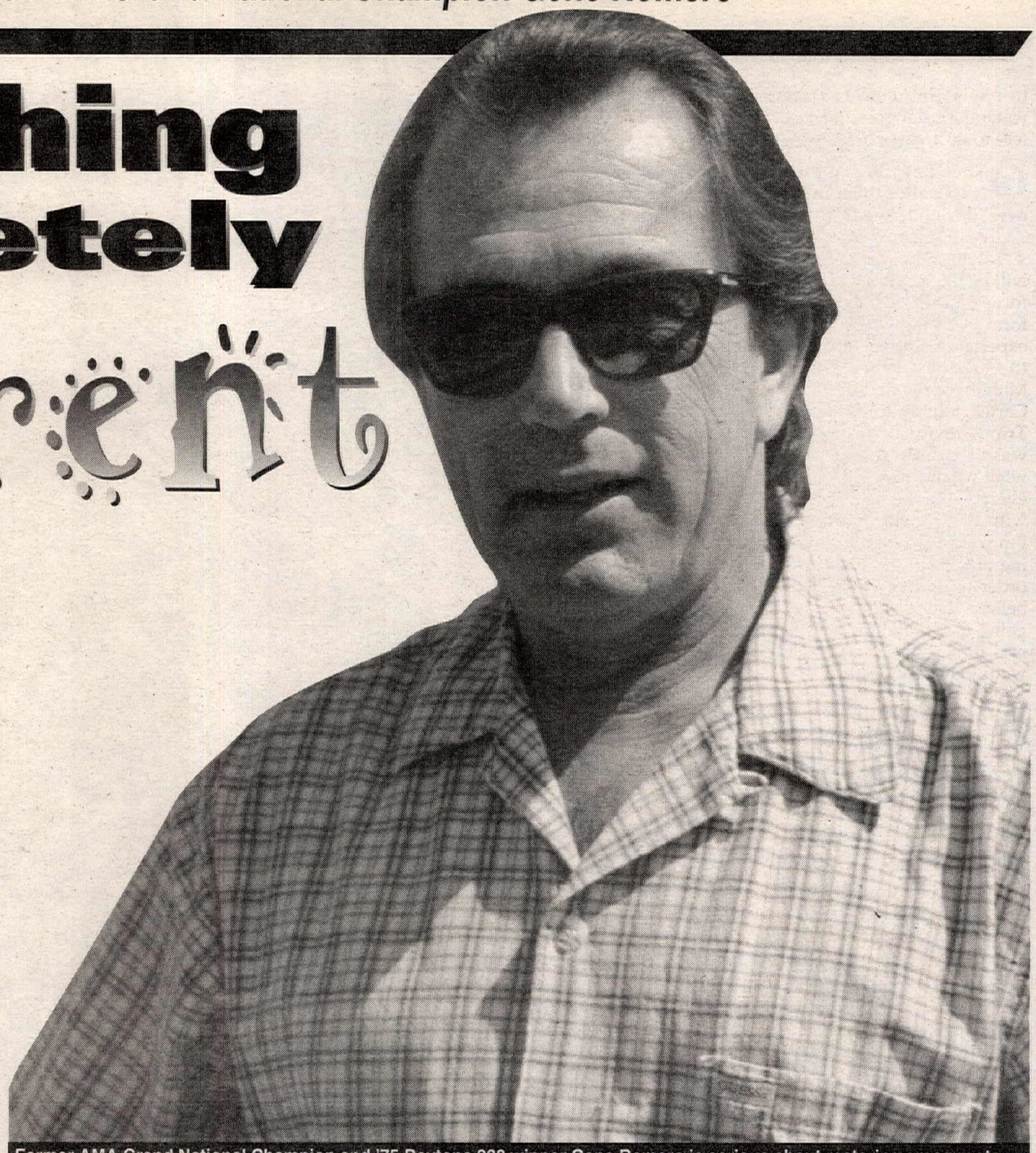
Something completely different

By Scott Rousseau

When former AMA Grand National Champion and 1975 Daytona 200 winner popped up on the other end of the phone line (as he often does) and asked me if I'd be interested in doing an interview, I thought for sure that I was going to get the hairiest "Time Remembered" piece ever to grace the pages of *Cycle News*. After all, the exploits of the great "Burrito" are well-chronicled but, with time, it has become increasingly difficult to separate the fact from the fiction. Well, here was my chance to do just that - or so I thought.

Didn't happen. Rather than wax nostalgic for the old days, Romero wanted to talk about his burgeoning West Coast Flat Track Series, and tell me of his plans to make the 1999 edition of his traveling dirt track show even more successful than his '98 series, which did quite well, he says.

So that's what this is all about. If you were looking for an insight into the restless youngster who graduated from the Expert ranks of the Ascot Half Mile to give Triumph its final AMA GNC title, well, he promises to give us that interview - complete with swear words - later, and we will hold him to it. Right now, Romero is attempting something completely different in an effort to ensure that other restless youngsters get the same opportunities he did, as he is trying to develop his vision of grass-roots dirt track racing, where a rider can show up on a Friday or Saturday night, test his skills against the area's best amateurs and experts and maybe make a buck. On to the task at hand.



Former AMA Grand National Champion and '75 Daytona 200 winner Gene Romero is serious about restoring grass-roots professional dirt track racing on the West Coast by moving his West Coast Flat Track Series into its second year with an all-new racing format.

Q As far as you are concerned, how did the 1998 West Coast Flat Track Series do?

A I believe that the series was a total success, and I believe that it was for many reasons. Number one, there's new interest in dirt track racing here in Southern California and on the West Coast. The other reason was that we raced in some very nice venues, the kind of places that some of our riders have never been able to ride before, or if they did, it was several years ago. I also believe that we ran it in such a professional manner. We started on time, we ended on time, and we treated everybody fairly.

Q For 1999, you've come up with a pretty different approach for your race format. What did you learn last year that caused you to make these types of changes?

A The reason that I changed the format was because what I saw last year was that, for the classes that I ran - Pro Sports, 600cc Experts and 883s - I had a decent show, but I still didn't have as many riders as I felt that I needed to have to put on a good show at this (professional) level. I had riders who wanted to go and compete but wouldn't because they didn't have that type of motorcycle or they didn't want to spend $200 for a license just to compete in a few races. Or they didn't want to buy a membership for just one race, like for a mechanic or whatever. I've seen that dirt track has decayed somewhat over the years, but based on what I did last year, I know that the interest is there. So now I'm going to come back and open it up some. Now I'm targeting anyone with a helmet, a set of leathers, a steel shoe and a dirt tracker. If you've got a 500 Yamaha or 750 Triumph or an 883 Harley, then come on out and ride. It's all going to come back to rider ability. The way that the rules are set up these days are fine, but there aren't enough participants to fill those classes.

Q So it's a pro show?

A Well, yes. Last year, 75 percent of my riders were professionally licensed riders anyway. But I'm looking for amateur riders to come out and participate, too. Anyone can come out and run in either the Open class or the Open Vintage class, depending upon the age of their equipment. The way it's set up, a vintage rider can participate in the Open show, too. I think that this program will be attractive because they won't have

Romero is banking on the fact that he can make regional stars out of sometime Grand National competitors such as Steve Mayfield (38), defending series champion Lonnie Pauley (56) and Paul Iwanaga (14), all of whom were series regulars last season. "Rider participation is the key," Romero says.

to pay for a license or a membership to go test the waters. It's not going to cost them a bunch of additional fees to go and participate.

Q Then how do you plan to classify the riders, or at least police them in the event that somebody is in over his or her head?

A With this format, there won't be Novice, Junior and Expert divisions. This will be an "A" division. This will be like anything else (auto racing)... I really want to focus on this for a second. Motorcycle racing is the only form of racing where everything is broken up by rider experience and in conjunction with the displacement of the engines. When I went out and drove a USAC Midget for the first time, I was out driving with Pancho Carter, Johnny Rutherford, Johnny Parsons and Sleepy Tripp - and that was my first race! When I signed up, I wasn't an expert, but I had to race with them. Then, what we did was, we went out and qualified to position everyone in the heat races. That's what I'm going to do with this format. Each class is going to make a show. I'm trying to revive this dirt track racing, but I'm coming at it from the platform that I need to sell tickets in order to do that. That's why I chose this format, and I believe that it's going to be good for the riders, and it's going to be good for the spectators. That's also why this is a non-sanctioned event. The association (AMA) would not condone this.

This is going to be unique because we're combining Novice, Amateur and Expert riders together; we're combining 350cc, 500cc, 650cc and 750cc machines together. The tracks will feature all of the safety features, such as the hay bales, etc. Safetywise, there will be no difference between this and a National event as far as I'm concerned, but when you combine all of this talent, you might run into a few situations. Prior to practice, we will be having a riders meeting, and we will let it be known that anyone who our scrutineers feel is a hazard to himself or to others will be sat down for the night, refunded his entry money and pit passes and all, and will be our guests for that night with the intent that he can come back and ride when he shows that he has gotten it together.

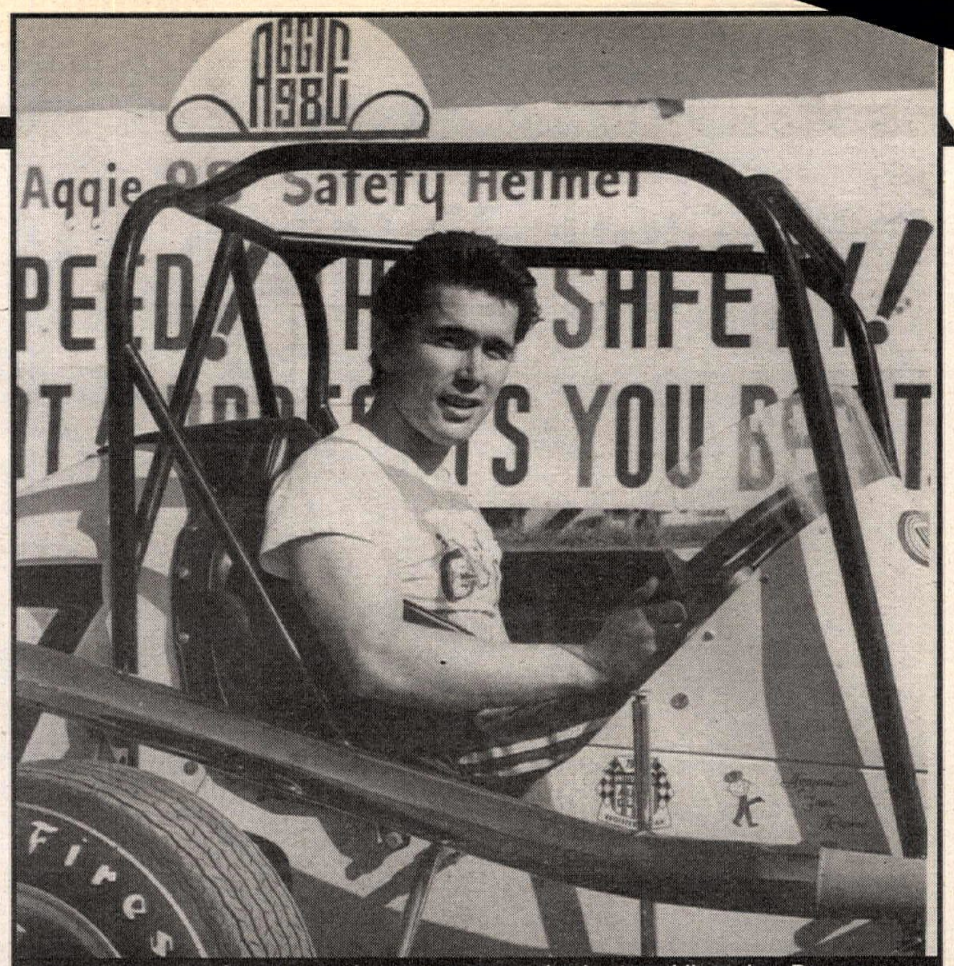
Honestly, I don't think that it's going to be an issue because I don't think that we are just going to get people coming in off the street who want to come and learn how to race. But we want everyone to know up front that rider safety is our most important concern. We don't want to see anyone get hurt.

Q You've made a pretty conscientious effort to clarify that the West Coast Flat Track Series will not be AMA-sanctioned this year. Did you want to be AMA-sanctioned? Did you approach them with your plan?

A Let's put it this way: At this level of racing that I am trying to particpate in, the AMA doesn't have anything to offer to me. Their structure is too restrictive, with certain limitations that would deny certain people the opportunity to ride. If I'm going to continue in my attempts, then I had to figure out a way to open it up to allow more participation. It is my belief that it would not be condoned by the AMA. Therefore the series is not AMA-sanctioned.

Q You're back at Perris Auto Speedway for two shows this year, but you're not going to do Bakersfield?

A We were in negotiations with Bakersfield, but those negotiations fell apart. Then we were going to go to Calistoga (in Northern California), and that looked to be all set. We had a great promoter there, but then there was a conflict with the date that was unbeknownst to either him or myself, and there was no way that we could have motorcycle races and that other event going on simultaneously. We're hoping to get back in there next year, because that whole part of Northern California is an untapped market. The only (non-National) thing that is running up there is Lodi. But we are going to run at Watsonville and at San Jose, and as far as Perris goes, I expect that we are going to do much better as far as spectators and riders. All the venues that we're going to are premium venues.



Romero's new race format owes its roots to open-wheel automobile racing. Romero competed in USAC's Midget division in the early '70s.

Q How many riders did you have that you would consider to be series regulars last year?

A Oh, I would say that we had a good base of 35 to 40 riders. It would fluctuate a little but, as a rule, I had some great support from the 883s, and in the 600cc class I had the Lonnie Pauleys and the Steve Mayfields, and the tough guys from that group. I believe it was a solid base.

Q So in order to develop this, one would think that you would like to see guys like Pauley and Mayfield return so that you have a few names to promote and you can develop a few "stars" of the West Coast Flat Track Series?

A Exactly. It's a two-way street. I'm offering these guys decent money to come and compete, and I'm giving them a good, safe race track to run on at a venue that they've not been to before. We have the ability to open up the doors to some of these car tracks that they haven't experienced before, and these guys are going to get exposure to fans where they might normally not, and they're going to get themselves a name. This is a win-win for all parties. And we have a $5000 series point fund, which we hope is going to help us have some continuity in the series but is also our way of saying "thanks" to the riders who support the whole thing. Nobody that I know of is putting out that kind of money at the grass-roots level right now. We've got the riders' interests at heart. Nobody is getting ripped off here. If you look at the prices that we're charging in exchange for what we're giving back, you'll find that we're lower than anyone else.

The only way that this can work is with rider support. If they don't, then this will be the shortest series in history. But I wouldn't even be sticking my neck out this year if it wasn't for all of the great support that we got last year. And one of my biggest supporters was a guy named Elliott Iverson, who works at Wood Rotax. He's worked hard to get the word out for me. And my name is getting pretty well-established, too. People know that we're trying hard to make this work, and they're jumping on board to help us in '99. We've gotten tremendous support from Rod Lake Racing, K&N Filters, Motion Pro, A&A Racing, Skip Van Leeuwen Enterprises, C&J Racing Frames, Wood Rotax and Saddlemen. If you look at those names, you'll see that there's a lot of "old-schoolers" who have been involved in dirt track racing for many, many years and want to see it grow at any level. There are also people that have only been involved for a few years but have just fallen in love with the sport, and it's sure easy to do that.

Q If you're so sure of this program, then why not run more races?

A I'd rather have less races and make them premium races than have a large amount of races and have some of them be bad and drag the whole thing down. There is a lot of potential in the future, where we could maybe have 12 or 14 of these races, and maybe have a $25,000 or $30,000 series points fund. We know there are some markets where this will work and some where it won't, but hopefully we can pick the right places and then just give it 100 percent. I would love to branch up into the Washington and Oregon areas, and there's a lot of interest to do something like this up there. It has a lot of potential.

Really, all this is is a return to some good old Saturday night racing where a guy can make a few bucks, get some exposure and have fun. That's what this is all about. I believe that we've lost that. My feeling is that when people talk about grass roots, they're talking about grass-roots professional racing.

I think that this particular format is going to be like a shoe, and I'm hoping that it will be a one-size-fits-all. CN

Here's the deal

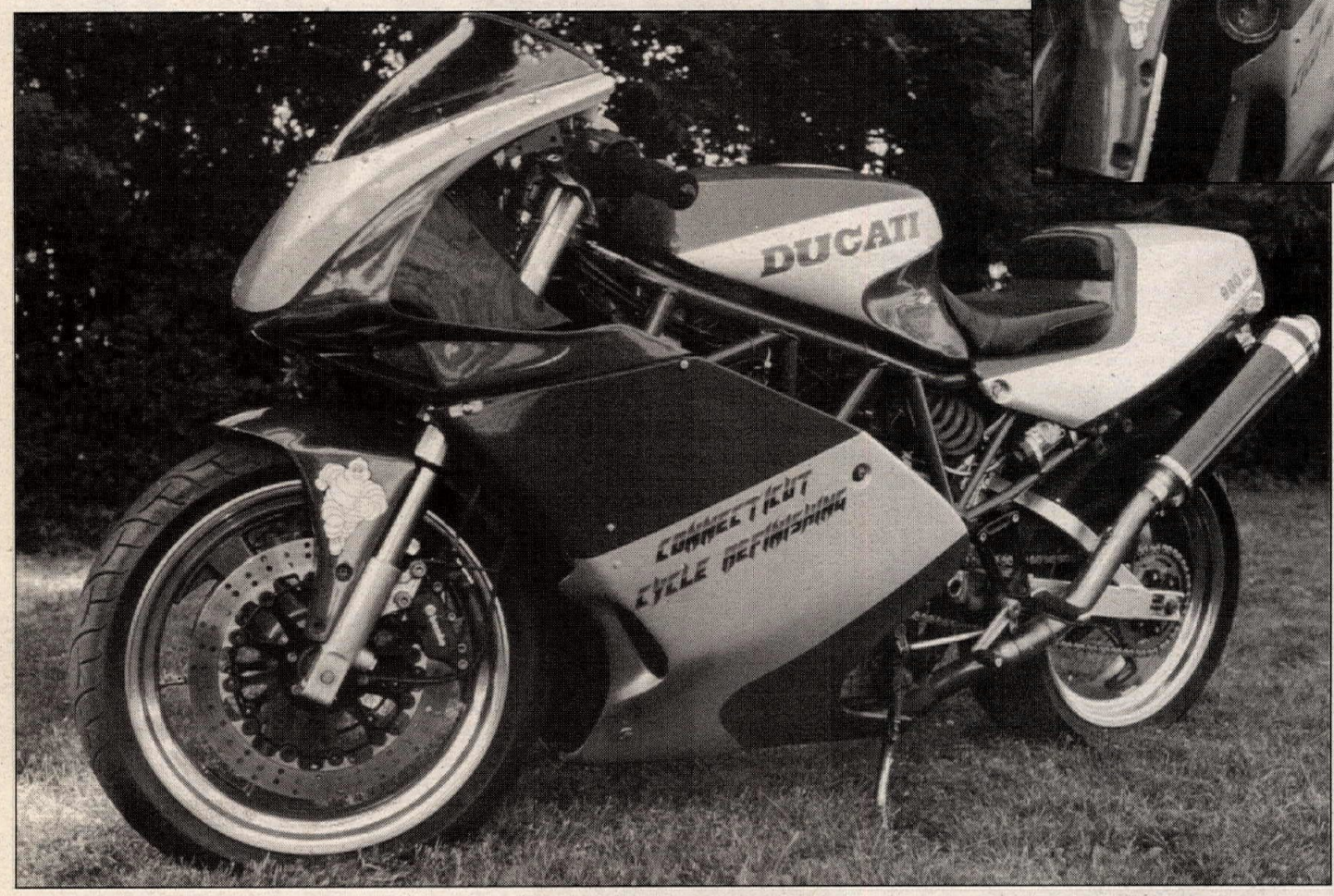
- Each night will start with two practice sessions for each division, starting with the Open class and alternating with the Open Vintage class. There will be one hour of practice, followed by a 15-minute break before time trials for both divisions.
- Riders in both divisions will be placed in the heat races based upon their times in the time trials.
- The first five heat races of the night will be for the Open class. Each Open heat will be eight laps and contain a maximum of 12 riders. Only the winner of each heat race will transfer directly to the Open A main. Positions two through seven will be divided into one of the two eight-lap semis. Positions eight through 12 will take part in the Open last-chance qualifer race.
- After the five Open heats, the first of three successive Open Vintage heats will take to the track. Each heat will be six laps, with the top four in each transferring directly to the Open Vintage A main. Postions five through eight will go to the Open Vintage B main, and the rest will go to the Open Vintage last-chance qualifer.
- The Open LCQ (eight laps) and then the Open Vintage LCQ (six laps) will be run in that order. The top three in the Open class will transfer to the semis, and the top three in the Open Vintage class will move into the Open Vintage B main.
- The six fastest Open qualifiers from time trials will vie for a share of the four-lap, $350 Open Dash purse, whether those riders qualify for the main event or not. First place pays $100. The Open Dash has absolutely no bearing on the main events.
- The remaining unqualified Open riders will take part in the two eight-lap Open semis. Positions one and two will transfer to the Open A main. Positions three through six will transfer to the Open B main.
- The six-lap Open Vintage B main will be run next, with the top three transferring to the Open Vintage A main to complete the lineup.
- Then comes the Open B main (10 laps), which transfers the top four to the Open A main to fill out the field.
- The Open Vintage A main will be eight laps.
- The Open A main is the grand finale of the evening's events. It will be 16 laps and pay a $2400 purse, with $500 going to the winner.
- There is a $5000 series points fund of which the series champion will receive $1000.

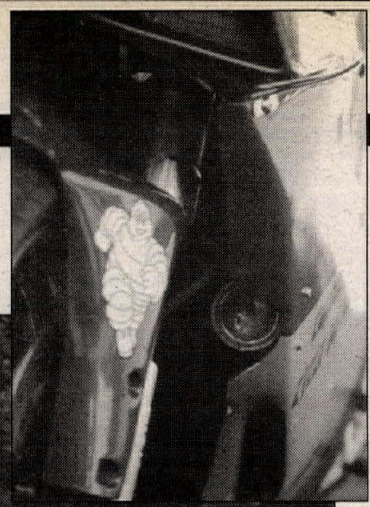
In summary, Romero has basically modified and adapted an open-wheel sprint-car/midget-racing format to fit for motorcycles. While it might at first be confusing to longtime motorcycle dirt track fans, Romero is banking on the fact that it will be friendly to the riders, other participants and motorcycle-racing fans, and, most importantly, automobile-racing fans who decide to come out to one of the tracks on the West Coast Flat Track Series schedule for a look at something different from their normal weekly car program.

1999 West Coast Flat Track Series Schedule

Round 1 - Perris, California, April 24
Round 2 - Perris, California, June 12
Round 3 - San Jose, California, June 26
Round 4 - Watsonville, California, July 17

Sweet reflection





A 1991 Ducati 900SS was the basis for this tweaked Duc. Fitted with 916 race body work - necessitating the clever mounting of a couple of projector-beam headlamps to light the way - this bike backs up its look with a 100-hp 980cc twin.

By David Podolsky
Photos by Johnny Buenaventura

When guys set out to build their ultimate street ride, the result usually says something about them. Some guy's bikes are mean, some loud and others classic.

The 1991 Ducati 900SS that graces this page is like James Bond in a tuxedo: cool, tough, dashing yet understated, with an attention to detail.

To create this 980SS, Sean Lizate of Connecticut Cycle Refinishing made the best of a bad situation. Twice. The first time, Sean's 900SS was damaged in a street accident and, rather than pout about it, he decided to remake the machine with a style of his own.

Being a bike painter by trade and a tinkerer by nature gave him many possibilities. Fitting a 916 race fairing and mounting dual headlamps down low under the neatly fitted turn signals gives the machine a sleek, uncluttered look. To our surprise, the headlamps truly light up the roadway at night and don't seem to attract the attention of the local boys in blue. The high-swept exhaust is a Scorpion Akropof stainless system using D&D carbon-fiber canisters and produce an exhaust note that is deep, throaty and just loud enough to let motorists with rolled-up windows know you're there.

Of course, a killer paint job was part of the recipe, and the two-tone silver and blue are racy and classy together. But stopping at the bodywork was not enough. Three-spoke Dymag Street Fighter wheels were fitted and accented with blue. These look trick when the bike is parked, but are also lighter than stock and help improve the nimbleness of this already sporty machine.

The suspension components were upgraded to race-track quality with a Fox Shox handling the rear, while the forks are equipped with Race-Tech Gold Valves. Sean made the preload adjusters himself to give the adjustable forks a personal touch.

The stock brake calipers didn't need changing, but Braking brand rotors take the place of stock and together they supply good stopping power. There are both good bite and feel from the brakes.

Sean's second opportunity to create more from less came when a 980cc kit was installed by a local shop that didn't have the ability to do the cylinder-head work. The heads were shipped out to be ported and were returned as junk - just big paperweights. For a second time, Sean made something beautiful out of an ugly situation. The motor was sent to BCM Motorsports of Laconia, New Hampshire (603/524-4898). Bruce Meyers of BCM specializes in two-valve Ducatis, with about half the shop's customers being road racers. I asked Bruce to explain what makes Seans' motor different.

"Because the heads were junk, we welded up the ports completely and started with a whole new shape, including changing the valve seats to get a better contour. We installed 44mm intake and 39mm exhaust valves. In addition, we made short intake manifolds to run straight ports with Keihin individual carburetors. We utilized JE-built pistons that were built to our specifications - the compression ratio is about 11:1. The 96mm cylinders were imported from Italy."

A Falicon balanced crank and titanium rods make sure the bottom end is smooth and solid. Sean also bolted on a Skorpion exhaust, which adds about 3 more horsepower.

When Sean gave us directions to a nice spot to shoot some picturesque photos, I was pleasantly surprised when he handed me the keys! The 980SS has a comfortable yet aggressive riding position and is quite manageable at street speeds. The throttle response is immediate, and the big midrange makes sure that punching it in any gear gives you get-up-and-go. Quick steering and easy to manage on the streets of town, I was still anxious to get on the highway and let it breathe. A third-gear roll-on makes a normal highway merge a reason to grin wide inside your helmet.

Besides looking good, the bike idles, has serious wheelie-producing torque and creates over 100 hp up top - not bad for a daily rider which has over 53,000 miles on it. Our only complaint was the lack of side-view mirrors when dicing through the Bridgeport traffic. It is actually safer simply to pass everybody and not worry about what is behind you, and with Sean's bike, that is not a problem. CN

Dunlop D756 tires

After completing the Six Hours of Glen Helen on the Dunlop D756, we were so impressed with its performance and wear that we plan to race the 24 Hours of Glen Helen this September using the same rubber.

By Matt Freeman

Sitting on the Glen Helen Raceway starting line just seconds before the start of the facility's famed six-hour endurance race, I had no idea if I had chosen the right tires for such a long and grueling race. The *Cycle News* Suzuki RM250 was freshly mounted with Dunlop D756 front and rear motocross/off-road tires, and all I could see of the 4-mile course from my viewpoint on the starting line was mud. But with 114 teams entered in the event, I knew that the water-drenched track would turn into soft, torn-up sand in some sections and hard-packed square edges in others. Hence the importance of a tire that could hold up for six hours under all different kinds of terrain conditions. We hoped that we had made the right choice.

The D756 is Dunlop's follow-up to their ultrasuccessful D752 intermediate-to-soft terrain tire. The D752 proved to perform best in muddy conditions, and that's exactly what the D756 is supposed to do, too, but it is also designed to go above and beyond that, extending its capabilities to harder, clay-based intermediate tracks.

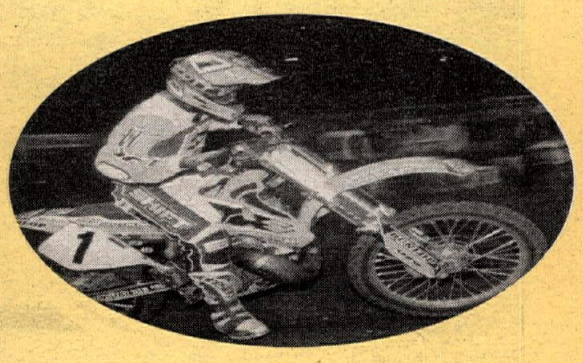
The muddy start may have been a little better suited for a D752, a tire considered by most as a full-on mud tire, but by the end of the second lap, the Glen Helen circuit was perfect for a D756, as the course had turned into a combination of hard-pack and loam. In the end, we felt that we had, in fact, made the best tire selection possible, front and rear. Just as Dunlop had claimed, the D756 tires hooked up great on a variety of surfaces, even after a fresh watering.

In addition, we were pleasantly surprised at how well the tires held up, showing very little signs of wear after six hours of racing.

After enduring 61 laps, my teammate and I were quite pleased with the D756 tires and our race results of ninth overall, proving the importance of keeping the rubber side down. CN

HE CONTINUES TO BE CALLED "CHAMPION". CONSIDERING ALL HIS VICTORIES, HE'S PROBABLY BEEN CALLED A LOT WORSE.

ANTUNEZ DOMINATES AMA NATIONAL ARENACROSS SERIES, GOING 1-1-1-1 IN FINAL ROUND. With the 1999 Arenacross Championship already clinched, Primal Impulse Suzuki rider Buddy Antunez proved why he's still the champion. In the final round in Salt Lake City, he let it rip, winning all four races. Of course, considering that this year, Antunez won the most main events in Arenacross history, with 25, this really



surprises no one. Hitting the podium 49 times in a season is bound to raise expectations. Empowered by his Ed Longacre-tuned Suzuki RM125 and RM250 Antunez handled the grueling nationwide series like a champion in every sense of the word. Leaving many too speechless to call him anything. See your local Suzuki dealer and check out the RMs yourself. Soon you too could pick up a few nicknames.

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CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Always supervise young riders. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. The RM series motorcycles are for closed-course competition and related practices only. Professional rider photographed under closed-course conditions.

Round 3: Big Buck GNCC

AMA WISECO/YAMAHA/DUNLOP/FMF/MOOSE GRAND NATIONAL CROSS COUNTRY SERIES

Summers prevails

(Above) Riders prepare for the start of the Cross Anchor GNCC in South Carolina. (Right) Scott Summers scored the overall win.

By Davey Coombs
Photos by Greg Mitchell

CROSS ANCHOR, SC, MAR. 21

Team Honda's Scott Summers was able to put a stop to KTM upstart Shane Watts' winning ways by scoring the overall victory at the Big Buck 100, round three of the GNCC Series, held near Cross Anchor, South Carolina. Summers, a five-time GNCC Series Champion, emerged on top on the last lap following a fierce four-man struggle for the lead. That tussle included Watts, the winner of the previous two rounds; Mike Lafferty; and Team Green's Fred Andrews.

"It feels really good to win a thriller like this," said a happy Summers in the winner's circle. "I should really thank the fans, because I heard them screaming out there the whole way around. I didn't even realize that I was leading on that last lap because I didn't know if I had passed Shane. I must have passed him in the pits or a mudhole, but then he passed me and we started going back and forth. It was a good one."

After the duo of Summers and Watts had broken away from Lafferty and Andrews in the closing miles, Watts made a last-ditch effort to pass Summers, only to cartwheel in an open section. Watts remounted with time to spare on the other pursuers to take the runner-up finish and firmly hold on to the points lead. Andrews kept Lafferty off the podium once again, leading the two-time AMA National Enduro Champion across the finish line with 45 seconds to spare. Defending GNCC number-one Rodney Smith was a steady fifth for most of the afternoon in the 26-man Pro class.

"I thought I would be able to catch and pass Scott right there at the very end," Watts said. "We were really on the hammer with a mile to go until I crashed. We got to a big, fast stretch that had a few holes and all, and I get a little bit psycho sometimes. I just know where the gas is, and I got a little too much and had a big cartwheel. I'm just happy I was able to get back up and get second. It was a great ride for all four of us up front, and I really enjoy this type of racing."

"I'd really like to thank my new mechanic, Corey Parlin, and congratulate him on his first win," Summers said. "And my manager, Fred Bramblett, of course. He's like the 'Jerry Maguire' of the industry now, but he's always there for me."

The Big Buck trail was laid out by Racer Productions' Buren Hamrick and Jeff Russell. The course measured approximately 9.5 miles and was in great shape. A brief overnight shower settled the dust for Sunday's motorcycle events. With the temperatures in the low 60s and the skies partly cloudy, the conditions were superb for a spring race. As for the trail itself, Summers described it as a "typical southeastern trail - red clay, rooted and tight, plus some open, high-speed sections for passing." Each lap also featured a pair of creek jumps for the spectators' viewing enjoyment.

Andrews, on the Team Green/Pro Circuit-backed Kawasaki, pulled the holeshot and was followed closely by his teammate Paul Edmondson, Team Green's Jim Jarrett, and the Suzukis of Rodney Smith and Steve Hatch. At the end of the abbreviated first lap, it was Andrews still out in front, with Lafferty moving into second, followed by Edmondson, Summers, Smith and Watts.

But things started going sour for Edmondson. Second in the point standings going into the South Carolina race, Edmondson suffered a clogged overflow line from the gas tank; because of this, it took the Brit a while to figure out that he had run out of petrol. He pushed the number-five Suzuki into the pits, refueled and rode off again, only to discover that the problem was not a lack of fuel, but rather vapor-lock due to the clogged line. By the time the sputtering engine's cause was discovered, Edmondson was too far back to salvage any points. He withdrew completely.

Meanwhile, up front, Summers was on the move.

"I had my usual bad start, so I just kind of hung back at first and spent a lot of time riding with Mike Lafferty," said Summers of the early going. "He was riding really well, and that helped me settle down and find a pace while we moved up to the leaders."

Watts also had another bad start - even worse than Summers'.

"The bike didn't fire and I was last off the line," said Watts, who has made coming up from behind a habit so far in

(Left) Australian Shane Watts saw his modest two-race win streak come to an end, but he still finished second overall.
(Above) Fred Andrews finished out the race on the podium in third.
(Below) Defending champ Rodney Smith took fifth overall.

this series. "I just started passing people wherever I could and trying to get to the front before anyone got too far away."

Andrews still held the lead after the second of six laps, but Lafferty was just one bike length behind at the electronic scoring tent. Watts jumped up to third. Then there was a gap of 15 seconds back to fourth-placed Summers.

With Edmondson already out, Suzuki's Smith and Hatch were left to carry the yellow flag. However, neither rider was having much luck moving forward in the field on the choppy Big Buck course, and they would spend the three hours on the track swapping the fifth- and sixth-place positions, with Smith holding the higher spot at the finish line.

"My suspension setting just didn't work out on this track," said Smith, who won seven rounds of the series in 1998 after a similarly slow start. "Last year I didn't put together a win until the fourth race as well, but I would still like to have had a better finish today."

Smith did not finish the first round of the series in Florida but was a strong runner-up to Watts at round two in Georgia.

As the third and final hour of racing started, the quartet of Andrews, Lafferty, Watts and Summers had cleared from the rest of the pack and was beginning to pick up some speed in anticipation of an all-out sprint to the finish. Summers took the white flag first and had picked up his pace from the previous lap by 35 seconds; his fastest lap was yet to come.

On the last lap, Watts lopped off a few more seconds. As it turned out, however, it would not stand up as the fastest lap of the day; that belonged to Watts during his frantic ride through the pack. However, Summers' best lap would be enough to capture the overall win.

Watts' modest two-race streak was now over.

"The pace today was so much faster than the last two races," Watts said. "These guys really picked it up today."

"Shane rides the wheels off that 125," said Andrews. "I'm just glad to be back up there in the lead pack. There's a lot of top guys out there that weren't with us, and next time it will be someone else."

As Summers led Watts into the last mile of the race, the KTM rider gambled on the long straight and ended up on his head, effectively ending the battle for the overall. Summers wheelied across the finish line with the win in hand. Slightly battered and bruised from his crash in the waning moments, Watts came through 19 seconds behind the leader.

Andrews held on to third, 41 seconds behind Summers.

"I did the same thing at this race last year," Andrews said. "I was right where I wanted to be on the last lap and then I threw it away. When Lafferty went down on the last lap, we were all so close together that Scott ran into the back of him, and I went by both of them. I thought to myself, 'Okay, here we go - you're in the lead and it's real tight, so no one can get around me. Take your time in the slow stuff because they can't get around, then fly through the fast stuff and I'll be okay.' Maybe I was tired or wasn't thinking or something, because I got on the gas too much and the bike went right out from under me. I fell down and everybody went by. I caught back up to Lafferty and made the pass, but Scott and Shane were gone.

"Anybody could have won this race," Andrews concluded. "So my hat is off to Scott for winning it (the Big Buck) two races in a row."

Lafferty was fourth overall in the Pro class, followed by Smith and Hatch. Finishing seventh overall was South Carolina's own Randy Hawkins, a multi-time AMA National Enduro Champion. Rounding out the top 10 overall were South Carolina's multi-talented Barry Hawk Jr., who also won Saturday's quadcycle event; Andrews' Team Green teammate Jim Jarrett; and Suzuki-mounted Scott Plessinger.

After three of 13 rounds, Watts has an 11-point lead over his KTM teammate Lafferty, 59-48. Hatch is third with 47 points, followed by Smith with 38 and a tie for fifth between Summers and Edmondson with 37 apiece. **CN**

Big Buck GNCC
Cross Anchor, South Carolina
Results: March 21, 1999 (Round 3 of 13)

O/A: 1. Scott Summers (Hon); 2. Shane Watts (KTM); 3. Fred Andrews (Kaw); 4. Michael Lafferty (KTM); 5. Rodney Smith (Suz); 6. Steve Hatch (Suz); 7. Randy Hawkins (Yam); 8. Barry E. Hawk Jr. (Yam); 9. Jim Jarrett (Kaw); 10. Scott Plessinger (Suz); 11. Robbie Jenks (Yam); 12. Steve McSwain (Kaw); 13. Chuck Woodford (Kaw); 14. Andy Shea (Suz); 15. Heath Bennett (Yam); 16. Joel Dengler (Suz); 17. Steve Leivan (Yam); 18. Jason Raines (Kaw); 19. Allen Gravitt (KTM); 20. Gene O'Nail (Kaw).

200 A: 1. Allen Gravitt (KTM); 2. John Bennett (Yam); 3. Joey Ambrosini (Kaw); 4. Benny Leonard (G-G); 5. Curt Wilcox (Kaw).

200 B: 1. Justin Maxwell (Kaw); 2. David Keith (KTM); 3. Thomas Derby (Suz); 4. Joshua Knapp (Kaw); 5. Josh Nowell (Yam).

250 A: 1. Steve McSwain (Kaw); 2. Chuck Woodford (Kaw); 3. Andy Shea (Suz); 4. Heath Bennett (Yam); 5. Rod Stuckey (Kaw).

250 B: 1. Marty Aloisio (Yam); 2. Brad Hamrick (Yam); 3. Brian Noffz (Kaw); 4. Sean Clayton (Kaw); 5. Norman Feth (Yam).

4-STRK A: 1. Harvey Whitaker (Kaw); 2. Clint Robinson (Yam); 3. Darius Lattea (Yam); 4. Bryan Desimone (Yam); 5. William Trammell (Yam).

4-STRK B: 1. Mike Decherd (Hon); 2. Jeff Melik (Yam); 3. Philip Sims (Yam); 4. Brice Kriebel (Yam); 5. Phillip Hughes (Kaw).

OPEN A: 1. Michael Grizzle (Hbg); 2. James McRee (KTM); 3. Jeff Vealey (KTM); 4. Dave Gunn (Hon); 5. Ronald Palermo (KTM).

OPEN B: 1. Ryan Barrett (KTM); 2. John Rentschler (KTM); 3. Terry Hartman (KTM); 4. Kris Aldridge (KTM); 5. Blair Jackson (KTM).

PRO: 1. Scott Summers (Hon); 2. Shane Watts (KTM); 3. Fred Andrews (Kaw); 4. Michael Lafferty (KTM); 5. Rodney Smith (Suz).

SR (40+) A: 1. Terry Hughes (Yam); 2. Manley Bradshaw (KTM); 3. Michael Holbert (Yam); 4. Randy Mastin (Yam); 5. Jeff Bonasera (Kaw).

SR (40+) B: 1. Jimmy Pratt (G-G); 2. Robert Hudnall (Kaw); 3. Michael Schwartz (Suz); 4. Mark Mihalik (Kaw); 5. Andrew Wells (Hon).

VET (30+) A: 1. Gene O'Nail (Kaw); 2. Rodney Judson (Hon); 3. Dennis Decker (KTM); 4. Lester Partlow (ATK); 5. Richard Burbick (G-G).

4-STRK C: 1. Mark Steen (Hon); 2. Todd Eaton (Kaw); 3. Noel S. Cook (Yam); 4. Jon Bolton (Yam); 5. Dwight Staphin (Hon).

VET B (30+): 1. Steve Henson (KTM); 2. Mike Bradshaw (Hon); 3. Russell Bain (Hon); 4. David Sheehan (Hon); 5. Robert Pearson (KTM).

A.M. O/A: 1. Alan Randt (KTM); 2. Stephen Kuczko (KTM); 3. Robert Neeley (KTM); 4. Wayne Beatty (Yam); 5. Terry Mealer (Yam); 6. Harry Greenlee (Yam); 7. Anthony Mount (KTM); 8. Heath Henderson (KTM); 9. Thomas Grogg (Yam); 10. Steward Baylor (KTM); 11. Len Kapton (KTM); 12. Mico Borsuk (Hon); 13. Billy Oehler (KTM); 14. Jimmy Lynch (Kaw); 15. Steven Mullen (KTM); 16. Dan Mills (Hon); 17. Roby Rush (Yam); 18. Mark Steen (Hon); 19. Jimmy Ford (G-G); 20. Daniel Shoot (Kaw).

125/200 C: 1. Anthony Mount (KTM); 2. Thomas Grogg (Yam); 3. Steven Mullen (KTM); 4. Roby Rush (Yam); 5. Chad Tasker (Kaw).

250/OPEN C: 1. Heath Henderson (KTM); 2. Steward Baylor (KTM); 3. Len Kapton (KTM); 4. Mico Borsuk (Hon); 5. Billy Oehler (KTM).

SR (40+) C: 1. Barry Lee (Yam); 2. Donnie Kirby (KTM); 3. Danny Burkhalter (KTM); 4. James Atchley (Kaw); 5. Charlie Johnson (Yam).

SETRA S/SR: 1. Robert Neeley (KTM); 2. William Durham (KTM).

SPTSMN: 1. Alan Randt (KTM); 2. Stephen Kuczko (KTM); 3. Kevin Austin (Suz).

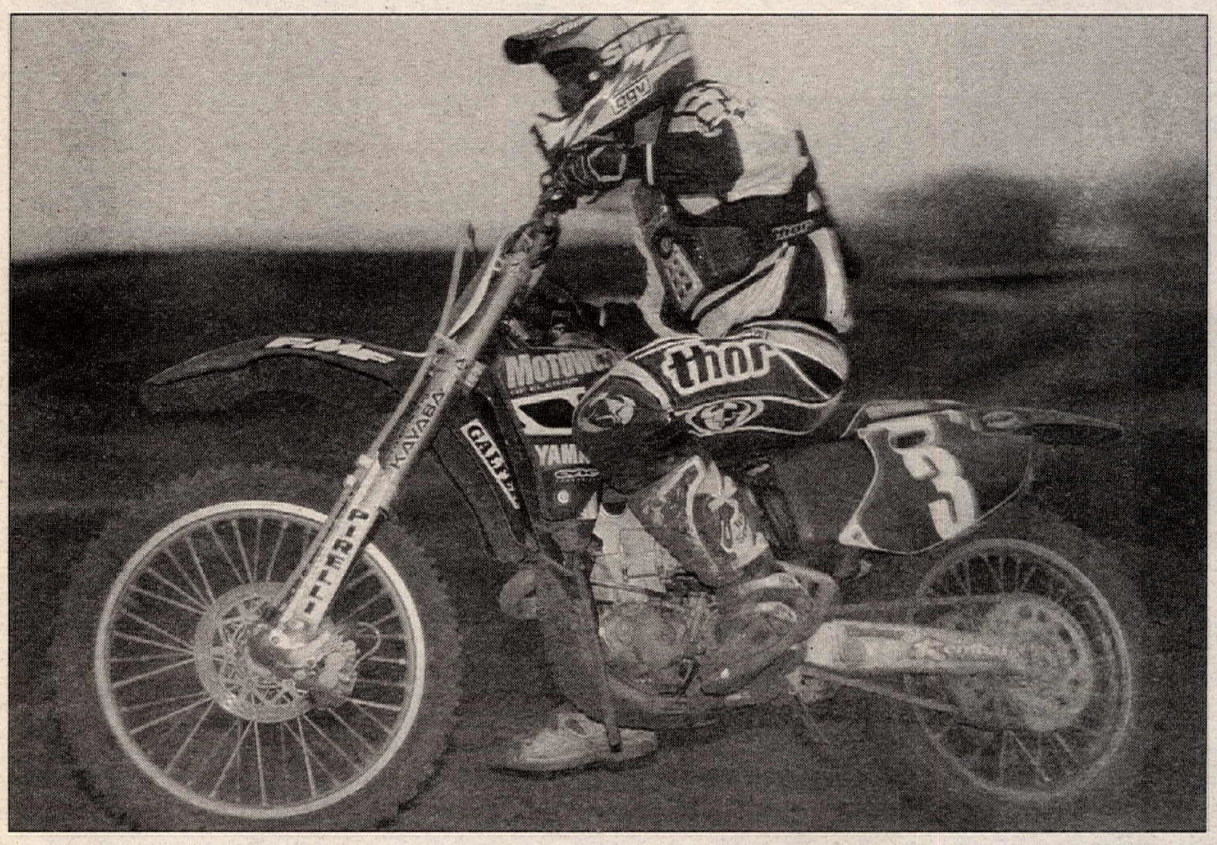
S/SR (50+): 1. Wayne Beatty (Yam); 2. Terry Mealer (Yam); 3. Harry Greenlee (Yam); 4. Jimmy Lynch (Kaw); 5. Jimmy Ford (G-G).

VET C (30+): 1. Daniel Shoot (Kaw); 2. Richard Maley (Hon); 3. Rodney Holden (G-G); 4. David Powell (Hon); 5. David Scearce (Hon).

GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 3 of 13 rounds): 1. Shane Watts (59/2 wins); 2. Michael Lafferty (48); 3. Steve Hatch (47); 4. Scott Summers (37/1); 5. Paul Edmondson (37); 6. Rodney Smith (35); 7. Fred Andrews (33); 8. Jim Jarrett (30); 9. Barry E. Hawk Jr. (27); 10. Joel Dengler (27); 11. Randy Hawkins (23); 12. Chuck Woodford (22); 13. Robbie Jenks (21); 14. Jason Raines (20); 15. Brian Brown (15); 16. Steve McSwain (14); 17. Steve Leivan (13); 18. Doug Blackwell (13); 19. Duane Conner (12); 20. Scott McLaughlin (11).

Upcoming Rounds:
Round 4 - Hurricane Mills, Tennessee, April 10 - 11
Round 5 - Clarksburg, West Virginia, April 24 - 25

Lake Whitney MX, Round 1



(Left) Lake Whitney MX has been good to Dustin Nelson. He won the final round of the AMA Western Region Four-Stroke Nationals last year and opened up the Central States Region of the Sound of Thunder campaign with a two-moto win.
(Above) New Mexico's Keith Johnson made his four-stroke debut with a 2-2 tally for second overall at Whitney. He rode the first moto immediately after finishing the final 125cc Pro moto and battled rival Donovan Mitchell in both four-stroke races.

Nelson annihilates them

By Mark Kariya

WHITNEY, TX, MAR. 28

Stung, perhaps, by his moto-one fall last week in Phoenix, which resulted in him getting "only" third before he won the second moto, Dustin Nelson got even this week. He took out his frustration by thrashing to a convincing pair of moto wins at round one of the Central States Region in the Sound of Thunder Four-Stroke MX Series on his Motoworld of El Cajon/FMF/Enzo Racing/Pirelli/THOR-backed Yamaha YZ400F.

How else could you explain his decision to drive 20 straight hours in his Toyota truck from Southern California to the heart of Texas, especially when you consider that as a Southwestern Region contender he's ineligible for Central States Region points? Maybe it was the memory of his victory here last year, at the final round of the AMA Western Region Four-Stroke National MX Series - one of the few races series champ Lance Smail didn't win.

Of course, Nelson's still eligible for the purse - which was $5000 and paid by moto - so you can bet he sprang for a motel room on his way back home.

Californians took two of the top three spots. In addition to Nelson, Donovan Mitchell, from Northern California, finished third in both motos, denied second by perennial New Mexico rival Keith Johnson. Both rode Yamahas and were focused mostly on the accompanying Amateur Lake Whitney Spring National Championship, in which they rode both the 125 and 250cc Pro classes.

That mattered little to the 18 riders who rode the Four-Stroke Pro class, and as they thundered toward turn one in the first moto, a couple riders tangled. Local favorite Dean Lane, who'd been banged up in a crash the day before, sat by the side of the track for a while before packing it in for the day. Too bad, because he'd borrowed a Husaberg FC 501 from Guy Cooper for the race.

Nelson emerged from the first turn of moto one with the lead, followed by Mitchell and Johnson, and he remained essentially on his own for the duration of the 30-minutes-plus-a-lap moto. The only time he became concerned was when he nearly tossed it in the whoops.

"It's getting some holes in between (the whoops), and I hit a hole between the third and fourth one when I was going to triple again," Nelson said. "It kind of kicked me weird. I almost went over the bars, but I saved it and decided to tone it down a little bit and start doubling through because nobody was gaining on me when I was doubling, so I figured I could do that and get away with it."

The real race was for second, between Mitchell and Johnson - which was pretty entertaining, considering that neither had raced four-strokes before and especially because Johnson was in back-to-back motos, jumping from his YZ125 in the final 125cc Pro moto to his YZ400F for this one.

"It was really weird, because I got up there (on the starting line) and changed goggles, changed gloves, tried to stretch out my arms a little bit," Johnson said. "I jumped on it, and I was fogging up so bad when I put my goggles on. The gate dropped, and I just hammered it. I was leading into the first turn, held it on too deep, went through some mud and got passed back to third. It was a little crazy, because Donovan (Mitchell) and I were pushing really, really hard at the beginning, slicing and dicing, so I got a little worn out."

Nonetheless, Johnson got the upper hand about 10 minutes into the moto, though he had no time to rest. Coming up from a bad start was Texas native Brad Woolsey on a Precision Powersports YZ420F he borrowed from Todd Downs (who's still rehabbing a broken wrist).

"I lined up on the inside," Woolsey explained. "The guy next to me kind of knifed into me, and I ended up almost sliding out. Luckily, there wasn't a whole lot of riders, so coming through the pack wasn't that bad."

Woolsey charged up to fifth after three laps. It took a couple more circuits to knock Dave Shade (who would DNF) out of fourth, and he then worked on Mitchell, passing him around the halfway point.

"I saw the guys fading in front of me, and it just kind of helped me ride harder," he said.

Johnson gave way several laps later, giving Woolsey possession of second.

It wouldn't last, however. With less than two laps to go, Woolsey stalled the bike in the turn after the finish-line tabletop.

"This is my first race on a four-stroke, so I got all excited, I guess, and had a hard time getting it restarted," Woolsey lamented.

Eventually, he did get his borrowed bike refired, but not before several racers passed him, and Woolsey ended up fourth in the moto behind Nelson, Johnson and Mitchell.

Moto two fired off the line with Nelson getting another good jump out of the gate, but Woolsey rocketed around the outside

"He definitely had the corner speed going around that first bend and came around me," Nelson said.

Woolsey led the entire lap, with Nelson right behind, followed by Mitchell, Chad Sparks from Minnesota, Oklahoma's Whispering Smith (who'd spent the first moto trying to ride with a grip that kept sliding off) and Johnson.

Nelson passed Woolsey in the area of the track's big hill on the second lap, however.

"I just wanted to push really hard and get by him right away and try to pull a little lead so I could run my own pace (afterward)," Nelson said.

Mitchell just as quickly zapped by Woolsey for second, but Johnson needed more time to pass the Texan. He finally passed Woolsey for third about halfway into the race and once again found himself with Mitchell in his sights.

"Usually, I don't get as tired when I come from behind because I get mad instead of nervous," Johnson revealed. "I knew I had that going for me. I knew I was catching him (Mitchell) after I got by Woolsey - I just started reeling him in slowly, so I was just trying to find smoother lines so I didn't get worn out. I really wanted to triple, triple by him in the whoops, but I never did it one time that race. I'm just not too comfortable jumping this thing yet, I guess."

Instead, he made his move in the Gravity Cavity section of the track and found himself in second again.

"We always seem to end up together, like I said before," Mitchell said later. "We just always end up together, and it was a hard race. He was behind me the whole race, trying to wear me down. He got the best of me. I held on for as long as I could. When he passed me, I had to take my goggles off because they were fogging up. I made a charge, one last-ditch effort to catch up to him, but I was getting roosted in my eyes, and I was worn out, so he got the best of me."

That settled the top five for the moto and overall.

"It felt better," said a happy Nelson. "I didn't even get tired at all this moto. Last moto, I got a little tired at the end. I did nothing all day yesterday after a 20-hour drive, so I think it just took the first moto to break my body in and get me ready for this stuff. I grew up on the hard, slick stuff, so I think this stuff tires me out a little bit because I try to work the bike too much in the sand instead of letting it do what it wants, but it's a little bit easier on your nerves. On the hard, slick stuff, it's easy to start sliding out, (so) you're stressing out over it. A nice, loamy berm to rail every once in a while is pretty nice."

And so is a perfect 1-1 day. CN

Lake Whitney MX
Whitney, Texas
Results: March 28, 1999 (Round 1 of 3)

4-STRK PRO: 1. Dustin Nelson (Yam); 2. Keith Johnson (Yam); 3. Donovan Mitchell (Yam); 4. Brad Woolsey (Yam); 5. Jason Upshaw (Yam); 6. Whispern Smith (Yam); 7. Jeremy Shoning (Yam); 8. Roger Thayer (Yam); 9. Chad Sparks (Yam); 10. Sprint Haynes (Yam).

Upcoming Rounds:
Southwestern Region - Round 2 - San Bernardino, California, April 18
Central States Region - Round 2 - Denver, Colorado, June 6

Lafferty strolls down Sandy Lane

(Left) Jack Lafferty Jr. scored the overall win at the Sandy Lane Enduro in Green Bank, New Jersey.
(Above) Mike Moore ran in the top five all day, posting fifth place at the end of the long event.

By Mark Uth

GREEN BANK, NJ, MAR. 14

Eight-time ECEA enduro champ Jack Lafferty Jr. finally got the monkey off his back, earning his first ECEA overall victory in some three years. In his first contest aboard a new Bromley Suzuki-sponsored RM250, Lafferty took the series opener by posting a 2:14 card to beat rivals Kevin Bennett and Bill Atkinson by 10 and 21 seconds, respectively. All three were locked in a tight battle all day; however, the Cycra/Enduro Engineering/Motion Pro/IMS-sponsored Lafferty managed his clock the best to collect his first Sandy Lane Wagon Wheel trophy since 1982.

"The RM makes good power, and I only stalled once all day," said Lafferty. "It does not tire me out like the four-stroke did. I was more than ready to keep hammering even at the end of the day."

The course included seven timed sections in which riders had the potential to drop points. Each section was sandwiched by checks, with several of the check-outs being emergency checks. It was in these sections that the race was decided. Terrainwise, the trail used for the course was chock full of whoops and holes, as much of it has been used for other events in the recent past. The morning's second points taker - a piece that included considerably fresh, smooth trail - was perhaps the club's showcase section of the day. However, the state forest service decided to do a controlled burn through those woods the day before the event, which reduced nearly all the underbrush and low ground cover to ashes while leaving numerous smoking stumps and logs in its wake. This wreaked havoc on the club's event, as there was no longer any impediment to riders cutting corners or just blazing a beeline straight through the woods. Earlier rows could be seen hundreds of yards ahead through the blackened landscape, which resulted in rampant course cutting. Unfortunately, this proved to be a recurring problem in several of the day's sections.

"I thought that the speed averages could have been a little higher to take more points," said Lafferty, who then added, regarding the course, "The burnt section was awesome, though. I was hard on the gas the whole way through it and just barely managed a zero."

The club had laid out a short run of 65 ground miles, evenly split between the morning and afternoon loops. A remote midday refueling stop separated the two and provided a 25-minute break. There were four fast, potential points-taking sections run in the morning loop, each sandwiched by a secret check-in and check-out. Top riders zeroed three of four checks. In the fourth, the last section before gas, racers competing for the overall were clipped for a point. In many places, the club used fresh, alternative trail that paralleled and crisscrossed older, whooped-out trail sections. The multiple-line trail that this created was hard to follow at times in more-sparsely-arrowed sections. Occasionally, riders were forced to slow up in order to refind arrows marking the proper trail. In the sections that were "zeroable" by top riders, extreme diligence in updating odometer mileage was required. Although posted course mileage was consistently accurate, riders were often challenged by discrepancies with posted turn mileage near the ends of various sections. Many who failed to correct their odometers were burned at subsequent check-outs.

The afternoon loop began with two lengthy sections run through the pine forests of the west plains. Amazingly, the top three contenders managed to zero each of these sections run at 18 mph. The day's final test began with a start control. Almost solely a result of the section's heady 30-mph speed average, there were universal points lost at the known check.

With that, Lafferty topped the field of 350 riders to earn the long-overdue victory.

"I'm planning on racing the entire (ECEA) enduro series, filling in open weekends with as many (ECEA) hare scrambles as possible," Lafferty explained afterward. "I want to try to build on this good start and keep things going throughout the season."

Fairway Honda/WER/SRC/Maurtco Power Coat-sponsored Kevin Bennett did keep him honest, finishing second overall and first AA, a mere 10 seconds off the pace at 2:24. Matto Cycle rider Bill Atkinson tallied the only other two-point score (2:35), filling out the podium on the day. Mike Moore took fourth-overall honors, riding his YZ250 to a 4:40 finish. KX250-mounted Marc Grossman led a trio of five-point scores that filled the fifth-, sixth- and seventh-overall positions. Grossman's 105 e-points were tops among the three, besting Frank Vanaman's 140 and Bob Bennett's 153, to earn him High Point A honors.

Terry Tucker, Mark Marszalek and Al Switzer rounded out the top 10 overall, filling the eighth, ninth and 10th seeds, respectively. Each took home a first-place trophy in their individual class (A Senior for Tucker, A Veteran for Marszalek and A Open for Switzer).

KTM 200 pilot Sean Tompkins overcame a burn at the first check to earn the High Point B victory, finishing with a respectable 11-point card. Bridesmaids at 12 down were Phil Cassot and Vet-class rider Jim Aiello. Matt Hanes piloted his CR250 to the High Point C prize, dropping 19 on the day for a three-point margin of victory. Kevin Hess and John Trendler's scores of 22 each were next best in the Novice class.

Kathi Cambell had an easy victory in the Women's class, in which five of the six entrants completed the course. Masters-class competitor Farrell Lord had an amazing day in the saddle, winning the class handily with a 19-point card, a score that would have been competitive in most B classes. CN

Sandy Lane Enduro
Green Bank, New Jersey
Results: March 14, 1999 (Round 1)

AA: 1. Jack Lafferty Jr. (Suz); 2. Kevin Bennett (Hon); 3. Bill Atkinson (KTM); 4. Michael Moore (Yam); 5. Frank Vanaman (KTM).

A 125: 1. Michael Sigety (Suz); 2. Greg Davies (Yam); 3. Kerry Clark (Hus); 4. M. Dean Spencer (Yam); 5. Daniel Stoppi Jr. (Yam).

A 200: 1. Ed Hamilton (Kaw); 2. Robert Mohn (Kaw); 3. Todd Quinn (KTM); 4. Eric J. Corbin (Kaw); 5. Paul Bitting (Kaw).

A 250: 1. Marc Grossman (Kaw); 2. Dan Sharpless (Yam); 3. Michael Bradway (Yam); 4. Mark Hummel (Hus); 5. Brian Russell (Hon).

A OPEN: 1. Al Switzer (KTM); 2. Dave Groemm (KTM); 3. Tom Folkl (Mai); 4. Kevin Kuezner (KTM); 5. Ken Long (Hbg).

A 4-STRK: 1. Jeffrey Botsford (Yam); 2. Lewis J. Smith (Hon); 3. Troy Coopersmith (Hon); 4. Mark Perry (Hon); 5. Darren Russell (Hon).

A VET: 1. Mark Marszalek (Yam); 2. John Walter (Kaw); 3. Michael Dolecer (Yam); 4. Richard Moyer (ATK); 5. Jeff Makela.

A SR: 1. Terry Tucker (Kaw); 2. Mark Uth (KTM); 3. Clifford Tenney (KTM); 4. Wayne Fontanazza (Yam); 5. Stewart Crouch Jr. (Kaw).

A S/SR: 1. Scott Wolfersberger (Yam); 2. Jack Lafferty Sr. (KTM); 3. Richard Tompkins (KTM); 4. George Clickner (Hus); 5. Rocco Spano (Yam).

B 125: 1. Jeff Johns; 2. Edward Loper (Hon); 3. Jim Rink (Hus); 4. Steve Brown (Kaw); 5. Frank Lupperger (Yam).

B 200: 1. Sean Tompkins (KTM); 2. George Potts (Kaw); 3. Brian Corden (KTM); 4. Nic Sotiropoulos (KTM); 5. Mack Delong (Kaw).

B 250: 1. Phil Cassot (Yam); 2. Dennis Lynch (Kaw); 3. John Hummel (Yam); 4. Michael Berenbak (KTM); 5. Jim Shainline (Kaw).

B OPEN: 1. Tim Gallagher (KTM); 2. Terry Yiengst (KTM); 3. Eric Aaroe (KTM); 4. Dale Sweigart; 5. Trevor Davies (KTM).

B 4-STRK: 1. James Bowen (Hon); 2. Joseph Dickinson (Suz); 3. Scott Tellone (Hon); 4. Chris Schultz (Hon); 5. Stephen Seip (Hon).

B VET: 1. Jim Aiello (KTM); 2. Dan Polak (KTM); 3. Marco Dottavio (Hon); 4. Michael Muckelston (Kaw); 5. Jim Helyer (Suz).

B SR: 1. David Van Pelt (Kaw); 2. Gary Cramer Sr. (Hon); 3. Michael Pratola (KTM); 4. Daniel Compton (KTM); 5. James Devlin (Yam).

B S/SR: 1. Craig Burfield (Yam); 2. Karl Kagos (Hon); 3. Bob Hammond (Hon); 4. Tim Stibitz (Kaw); 5. Roy Howard (Suz).

C 200: 1. Kevin Hess; 2. John Dobrosky (Yam); 3. Anthony Leone (Suz); 4. Lantz Cook (KTM); 5. William Bartleson (Suz).

C 250: 1. Matt Hanes (Hon); 2. Jason Spayde (KTM); 3. Ronnell Lockley (Suz); 4. Jarrod Johns; 5. Scott Koeller (Suz).

C OPEN: 1. Layne Rochkine; 2. John Jackson (KTM); 3. Michael Blair (Hon); 4. Glenn Plokhoy; 5. Robert Pyatak (KTM).

C 4-STRK: 1. Jeff Booth (Kaw); 2. M.J. Gagliardi (Hon); 3. Eric Honengergel (Yam); 4. Mark Tegeder (Suz); 5. Darren Goff (Yam).

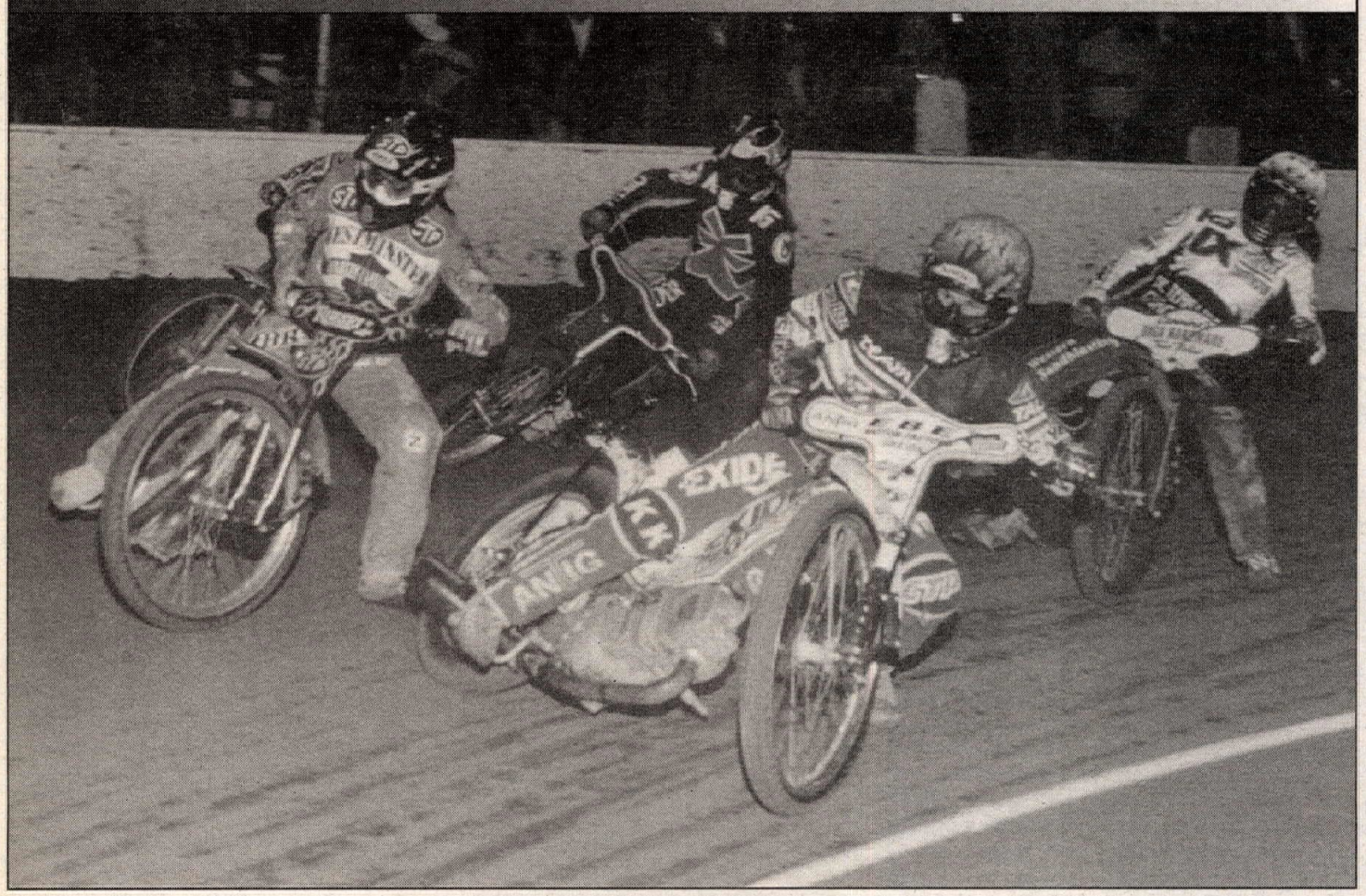
C VET: 1. John Trendler (Kaw); 2. Dave Mills (KTM); 3. Timothy Griffith (KTM); 4. Ernie Buel (Kaw); 5. Joseph Kelly (Hon).

WMN: 1. Kathi Cambell (Kaw); 2. June Van Driel (KTM); 3. Merle Compton (Kaw); 4. Jennifer Eyrich (KTM); 5. Angela Barr (G-G).

MSTR: 1. Farrell Lord (Kaw); 2. Charles Stapleford (Kaw); 3. Robert Hoover (Hon); 4. Dan Van Driel (KTM); 5. Wolfgang Kruse (Hon).

D/SPT: 1. Jim Belsky (Suz).

Can't beat the Bullet



Former World Champion Billy Hamill (foreground, right) proved that he has successfully recovered from the broken back he suffered while racing in Europe when he roared to the Coors Light Spring Classic Scratch main victory at the Orange County Fairgrounds.

By Elaine Jones
Photos by Mike Basso

COSTA MESA, CA, MAR. 20

Harry Oxley, longtime promoter of Speedway, was able to wish the rain away from his home in Mexico, and his kids - Brad, Laurie and Robin - were up to the task as the Spring Classic went off on schedule. The night belonged to Billy "The Bullet" Hamill, who won the Scratch main, and "Fast" Ed Castro, who came away with the Handicap main.

Coming down from Reno was "Flyin'" Mike Faria, and Northern California was represented by Chad and Vance Felicio. The regulars were on hand, with "Rad" Brad Oxley, Shawn "Mad Dog" McConnell, Gary Hicks, Bobby "Boogaloo" Schwartz, Andy "The Enforcer" Northrup, Charlie "The Edge" Venegas, "Fast" Ed Castro and "Dukie" Ermolenko.

The first Scratch heat of the night belonged to Ermolenko, who went wire to wire in the quick four-lapper. Schwartz, with a second-place finish, also moved up the ladder to the semis.

The second heat had McConnell, who is more noted for his Handicap racing abilities, put a great ride together and led from start to finish. Moving up with him was Northrup.

The third heat was all Oxley, who went down low, where he does his best work, and held off Hicks and Charlie Cooley. Cooley was ever so close, as he had second until the final lap, when Hicks found a way around him. It would be Oxley and Hicks moving on.

The final heat had Faria and Hamill going against each other, and it was a barnburner. Faria got by Hamill as they crossed the finish line on the first lap and went on for the win. They would move up and more than likely meet in the main; that would be the matchup that counted.

The first Scratch semi had McConnell on the pole, with Ermolenko in two, Hamill in three and Hicks in four. The gate and the win went to Hamill, as he lived up to his nickname and showed the fans the style that made him a World Champion. McConnell, who was really fired up, finished second and secured his spot in the main. Hicks and Ermolenko would have one more shot in the last-chance qualifier.

Schwartz, from gate three, put together a textbook ride in the other semi as he made it look oh-so-easy, going wire to wire for his spot on the grid for the main. Faria, out of the second gate, would be there with him as the cream rose to the top. Oxley and Northrup would move on to the LCQ.

Ermolenko did not make the call for the LCQ, so it was Northrup in two, with Oxley in three and Hicks in four. Northrup got the best start and went to the front, with Oxley second. Two laps in, Hicks hooked up big-time coming out of one and the bike literally launched out from under him. Northrup and Oxley had completed the third lap before the red came out, so the race was called, and Northrup took the final spot in the Scratch main event.

The luck of the draw for the Scratch main event, the richest race of the night, had Hamill on the pole, with McConnell in two and Schwartz in three. Northup was in four, with Faria on the outside in five. If Hamill had been shot out of a gun, he couldn't have gotten off the line any quicker, and at Costa Mesa the start is everything. Hamill was gone but so was McConnell, who more than stayed within striking distance and let Hamill know he was knocking on the door, and if Hamill made a mistake, McConnell would be right there. Unfortunately for McConnell, Hamill showed the stuff that made him a World Champion. Northrup looked very good holding off Faria and Schwartz for third.

Hamill was the man that everybody had come to see when the night got under way, with the opening Handicap rides starting off the program. He had suffered a broken back in a horrendous crash a scant six months ago while overseas. Was he fully recovered and able to compete at the level he would need to when he returned to his league in England on Tuesday? His fans got their answer when the first flag dropped, and Hamill, like his nicknamesake, shot off the 50-yard line in the opening Handicap heat and took the lead on the second lap. That was all she wrote. Oxley picked up second, with DiFrancesco getting the final transfer spot. Castro threw down the gauntlet in his heat race, coming from the 40-yard line and taking the lead from John DeFries on the third lap. McConnell and Schwartz transferred up the ladder with him.

Richard Jones led one lap of his heat before getting bumped by Kon Baur and losing a chain. Baur took over for two laps before playing tag with the turn-four wall, and it was Rick Pearce who was waiting in the wings to pick up all the marbles, as he went on to win. Hicks and Venegas moved up with him.

Faria was right on track in the final Handicap heat, as he nipped Northrup at the finish line to take the win. Vance Felicio got the final spot.

The first Handicap semi saw Castro launch from the 40 and overtake Pearce, grabbing a lead which was never seriously challenged. It took Hicks two laps to get by Pearce, but it put him in second and gave him a spot in the main. McConnell and Schwartz were the final two transfers, with Venegas not making the cut after a rare fall. Venegas was also still celebrating the birth of his daughter on February 23rd, so he may be a victim of exhaustion due to those late-night feedings.

The second semi was all Hamill, who cut a great gate from the 50 and ran down Northrup as they crossed the line after one lap. Now it became a question of who was going to make the transfer with him. Northrup was a solid second, with Faria and DiFrancesco rounding out the field.

The Handicap main had Castro, Northrup and DiFrancesco on the 40. Hicks, McConnell and Hamill squared off on the 50, and Schwartz and Faria claimed the 60. Castro and Hamill both got awesome starts, but Castro had the 10-yard advantage, and that was all he needed to go wire to wire. Hamill was knocking on the door the whole way, looking for the mistake that never came. Faria was trying to get through traffic, and he was also within striking range as he got by Northrup to move into third. McConnell ran into problems early and was out. Hicks was also having some major problems, as he ended up facing traffic coming out of one and almost became a victim of a head-on. It was the Castro Show, with Hamill getting about as close as you can to a double win on the night. Faria was third, with Northrup, DiFrancesco and Schwartz taking the remaining places.

New teams and new rigs were the highlight of the sidecars. Bob Brayton has a new swinger in Dean Steele; a his/hers team is on board as Scott Cole and Leya Cravens have joined forces; a Ducati 906 is now a sidecar, with a rear wheel that could double as a car tire - the team of Stuart Glass and Delon Stokes will be aboard this rig.

The main event came down to the new and the old. On the pole, it was Brayton and Steele. Jeff Carr and Mike Moreno were in two, with Steve Morrow and Chris Chapman in three and Bill Matherson and Dale Leeder in four. Off the line, it was Brayton and Steele, and they got a comfortable lead and left the battle to the other three teams. They were rubbing pretty good on each other, with Matherson and Leeder in second for two laps and then Morrow and Chapman taking over for the final two laps when all three teams tried to get through four at the same time. Matherson and Leeder were still able to come away with the show spot.

The Support main went to Ryan Fisher. The three-time U.S. National Junior Champion will be a hard cookie to beat, as he has no fear and knows what he's doing. This was his first time out on the big bike, but it posed no problem for the Norco youngster. Bryan Thompson was second, with Kit Nay third. Mike Mosby took home the honors in the Support B class, with Harry Bradwell second and Phil Harmatiuk third. CN

Orange County Fairgrounds
Costa Mesa, California
Results: March 20, 1999

SCR: 1. Billy Hamill (GM); 2. Shawn McConnell (GM); 3. Andy Northrup (Jaw); 4. Bobby Schwartz (GM); 5. Mike Faria (GM).

HDCP: 1. Ed Castro (Jaw); 2. Billy Hamill (GM); 3. Mike Faria (GM); 4. Andy Northrup (Jaw); 5. Randy DiFrancesco (Jaw); 6. Bobby Schwartz (GM); 7. Gary Hicks (GM); 8. Shawn McConnell (GM).

SDCR: 1. B. Brayton/D. Steele (Hon); 2. S. Morrow/C. Chapin (Suz); 3. B. Matherson/D. Leeder (Yam); J. Carr/M. Moreno (Kaw).

SUP: 1. Ryan Fisher (GM); 2. Bryan Thompson (Jaw); 3. Kit Nay (Jaw); 4. Tim Tucker (Jaw); 5. Sean Learned (Jaw); 6. Bill McCarley (Jaw).

SUP B: 1. Mike Mosby (Wes); 2. Harry Bradwell (Jaw); 3. Phil Harmatiuk (Jaw); 4. Scott Mersereau (Jaw); 5. Peter Curtis (Wes); 6. Eloy Medellin (Jaw).

Suzuki/E-Z Up Dealer Series, Round 3

Kudos to Cuda

By Robert Van Damme

WITTMAN, AZ, MAR. 20-21

Bill Cuda came from behind to win one moto and finish second in the other to take the overall in the Vet Junior class at the third round of the E-Z Up Dealer Series, presented by Suzuki. Run in conjunction with the first round of the Sound of Thunder Series, more than 575 riders participated in the two-day event at Speedworld Motocross Park.

The start of the first Vet Junior moto had Jimmy Gunderson and Tom Seagroves going side by side into the first corner, with Gunderson getting underneath Seagroves at the second corner to take the lead. Third belonged to Mike Weiland, followed by Dan Boardman, Rick Watmore and Mike Lynch.

When the riders came back into view over a jump, Weiland went around Seagroves for second and then came up on Gunderson's rear wheel. Weiland got alongside Gunderson through the whoop section, and as they dropped down into the valley, Weiland cut tightly to the inside and took the top spot from Gunderson. As the riders came toward the finish line, Gunderson was no longer in the lead group but was to be found just outside the top 10. Boardman also succumbed to some bad luck and did not finish the moto.

Weiland's lead after one lap was six seconds over Seagroves, who was now under pressure from the poor-starting Mark Oldenwald, who had gone from ninth to third in one lap. Lynch held fourth but had Cuda in his shadow. Oldenwald took over second from Seagroves as they disappeared to the east side of the course. When the pack reappeared, Cuda was now ahead of Lynch for fourth. Cuda set up Seagroves at the switchbacks by going wide on the right-hander, and then he had the inside on the left-hander.

Lynch went around a tiring Seagroves as they came by the finish line to take over fourth. Robert Olander was making a big charge from a poor start and was just passing Jerry Stuart on the descending double jump when he went wide on the course, going on the wrong side of the banners. Olander rode another hundred yards before re-entering the track, only to lose a couple of spots. Cuda passed Oldenwald for second as they completed lap three.

Weiland's early lead was all gone as Cuda pulled to within three bike lengths as they came up on the switchbacks. Then, two turns later, Cuda went by Weiland in the whoop section. Oldenwald was the next to pull alongside Weiland, at the double-double section. A lapper was right in front of them, and Oldenwald went by both Weiland and the lapper over the big tabletop. Lynch was able to dive underneath the tiring Weiland into the next corner. Then, as the front-runners received the white flag, Weiland went right back around Lynch for third. Oldenwald went to the inside line on the right-hander by the pits and pulled even with Cuda as they went over the big double on the east side. But Cuda had a better drive off the next corner and squirted back into the lead. Seagroves went down on the east side and would finish out of contention.

Lynch outjumped and passed Weiland to take back third. Cuda pulled away to a 10-bike-length win over Oldenwald. Lynch, Weiland, Watmore, Robert Smith, Olander, Gunderson, Randy Clark and Paul Bowman rounded out the top 10.

Once the pack got sorted out, Weiland was again out in front for the second moto. Lynch was second, followed by Olander, Todd Smith and Cuda. Cuda passed Smith over a jump to take fourth. Lynch cleared the big tabletop going into the valley and was able to pass Weiland for the lead. Then Weiland took the spot back, going wide and getting a better drive as they went past the finish line to complete lap one. Olander then passed Lynch on the long start sweeper just before the first turn.

Just before the leaders dropped into the hole section, Olander tried to pass on the outside of Weiland, but as they reappeared, it was still Weiland in front. Olander pulled alongside Weiland over a jump and outdragged Weiland to the next corner to take over first. At the start of lap three, Cuda went by Lynch on the start sweeper. Oldenwald and Watmore were trying to push each other along after poor starts and were now running seventh and eighth. Lynch bobbled and dropped behind Oldenwald and Watmore. Bowman was running a steady sixth until he made a mistake on lap four and slipped out of the top 10. Olander took the second-moto win, followed by Cuda, Weiland, Smith, Watmore and Oldenwald. CN

The Over 30 Junior class bangs bars going into the first turn at Speedworld Motocross Park in Wittman, Arizona. Bill Cuda (697) went on to win the class with 1-2 moto finishes.

Speedworld Motocross Park
Wittman, Arizona
Results: March 20-21, 1999 (Round 3)

Saturday

P/W (0-6): 1. Jacqueline Strong (Lem).

P/W BEG: 1. Coley Todd (Act); 2. Leslie Colasacco (KTM); 3. Brandon Schaffner (KTM); 4. Phillip Perryman (Lem); 5. Jacob Becchina (KTM).

60 BEG: 1. Daniel Wilburn (KTM); 2. Cody Carlson (KTM); 3. Kevin Curtis (Hon).

60 (9-11): 1. Jeremy Johnson (Kaw).

60 OPEN: 1. Jeremy Johnson (Kaw); 2. Daniel Wilburn (KTM); 3. Cody Carlson (KTM).

80 BEG: 1. Austin White (Hon); 2. Trenton Straub (Hon); 3. Todd Miller (Hon); 4. Paul Dye (Kaw); 5. Bo Bleil (Hon).

80 (7-11): 1. Nick Riley (Kaw); 2. Josh Coleman (Suz); 3. Greg Smithson (Yam); 4. Tyler Johnson (Suz); 5. Billy Todd (Kaw).

80 (12-13): 1. Cody Huddleston (Suz); 2. Rocky Colasacco (Suz).

80 (14-16): 1. Rodney Honberger (Yam); 2. Cody Hatch (Kaw); 3. Moe Fuller (Kaw).

80 OPEN: 1. Rick Schaffner (Yam); 2. Cody Huddleston (Suz); 3. Jake Alexander (Kaw); 4. Rocky Colasacco (Suz); 5. Nick Riley (Kaw).

125 BEG: 1. Brian Valdez (Kaw); 2. Matt Petrucci (KTM); 3. Kody Stephan (Suz); 4. Robert Lopez (Yam); 5. A.J. Petrucci (Kaw).

125 JR: 1. Brent Denton (Yam); 2. Jason McTygue (Yam); 3. Rick Schaffner (Yam); 4. Matt Frank (Kaw); 5. Toby Chalfos (Suz).

125 INT: 1. Brandon Reed (Suz); 2. Matt Stephens (Suz); 3. Brandon Schlensig (Yam).

250 BEG: 1. Sherman Taylor (Suz); 2. Ray Sullivan (Hon); 3. Jonathan Durfey (Hon); 4. Josh Petrucci (Yam); 5. Jerry Smith (Yam).

250 JR: 1. Clifford Campbell (Suz); 2. A-Jay Harry (Yam); 3. Jeff Parr (Kaw); 4. Danny Mitchell (Kaw); 5. Brian McDonald (Yam).

250 INT: 1. Dave McDermott (Yam); 2. Bryan Bruning (Yam); 3. Andrew Barry (Hon).

250 PRO: 1. Robert Naughton (Yam); 2. Rick Nagle (Kaw); 3. David Riordan (Hon); 4. Beau Baron (Suz).

B/BK OPEN: 1. Kory Taylor (Yam); 2. Robert Lopez (Yam); Brent Denton (Yam); 4. Michael Larabee (Kaw).

4-STRK 301-455 A: 1. Ryan Mortensen (Yam); 2. Gray Trachy (Yam).

4-STRK 456-650 A: 1. Tim Geral (Yam).

4-STRK 301-455 B: 1. Shawn Cisco (Yam); 2. Cole Townsend (Yam); 3. Lawrence Rinehart (Yam); 4. Jeff Peters (Yam); 5. Cliff Piper (Yam).

4-STRK 456-650 B: 1. Cole Townsend (Yam).

4-STRK 301-455 C: 1. Kory Taylor (Yam); 2. Lupe Aguayo (Yam); 3. Chris Attel (Hon); 4. David Erwin (Yam).

4-STRK 456-650 C: 1. Jonathan Durfey (Hon); 2. Justin McAlexander (Hus).

4-STRK 30+ B: 1. Cliff Piper (Yam).

4-STRK 30+ C: 1. Brian McDonald (Yam); 2. Jim Hineman (Yam); 3. David Erwin (Yam).

4-STRK 40+ C: 1. Jim Conner (Yam); 2. Gene Johnson (Yam); 3. Chuck Franklin (Yam); 4. Harry Ritter (Hus); 5. Don Beson (Yam).

25+ BEG: 1. Brian Valdez (Kaw); 2. Robert Hein (Yam); 3. Robert Holbrook (Hon); 4. Chris Attal (Hon).

25+ JR: 1. Jeff Parr (Kaw); 2. Kenny Porter (Hon); 3. Frank Victorine (Yam).

25+ INT: 1. Bryan Bruning (Yam); 2. Greg Brydle (Yam).

25+ PRO: 1. Justin McMurrich (Yam).

30+ BEG: 1. Sherman Taylor (Suz); 2. Jerry Smith (Yam); 3. James Scherman (Hon); 4. Gil Whitaker (KTM); 5. David Mitchell (Kaw).

30+ JR: 1. A-Jay Harry (Yam); 2. Mark Oldenwald (Hon); 3. Chris Jordan (Hon); 4. Jerry Stuart (Suz); 5. Robert Smith (Hon).

30+ INT: 1. Jim Lewallen (Yam); 2. Mike Carroll (Hon); 3. Gary Chaidez (Hon).

30+ PRO: 1. Rick Nagle (Kaw); 2. David Myers (Yam).

40+ AM: 1. Pete Vetrano (Ver); 2. Jim Connor (Yam); 3. Randy Sutton (KTM).

50+ AM: 1. Al Corte (KTM); 2. John Kuykendall (Suz).

Sunday

P/W BEG: 1. Coley Todd (Suz); 2. Kyle Henry (KTM); 3. Leslie Colasacco (KTM); 4. Phillip Perryman (Lem); 5. Corey Smith (KTM).

P/W (0-6): 1. Jacqueline Strong (Lem).

P/W (7-8): 1. Paul DeSoto (KTM); 2. Brodie Prather (Cob); 3. Cory Sibley (KTM); 4. Jared Grosskopf (Lem).

P/W MOD: 1. Brodie Prather (Cob); 2. Max Gerston (KTM).

60 BEG: 1. Daniel Wilburn (KTM); 2. Mitch Wise (Kaw); 3. Chase Sims (Kaw); 4. Cody Carlson (KTM); 5. Curtis Smith (Yam).

60 (9-11): 1. Andy Straight (Kaw); 2. Jimmy Rundle (Kaw).

60 OPEN: 1. Daniel Wilburn (KTM); 2. Cody Carlson (KTM); 3. Mitch Wise (Kaw); 4. Michael Loder (Kaw).

80 BEG: 1. Austin White (Hon); 2. Todd Miller (Hon); 3. David Moskat (Kaw); 4. Ryan Bishop (Hon); 5. James Clark (Yam).

80 (7-11): 1. Nick Riley (Kaw); 2. Josh Coleman (Suz); 3. Steven Schwartz (Suz); 4. Clay Higgins (Kaw); 5. Greg Smithson (Yam).

80 (12-13): 1. Chris Chevrette (Suz); 2. Cody Huddleston (Suz); 3. Mike Beaver (Suz); 4. Eric Ramirez (Hon); 5. Jake Alexander (Kaw).

80 (14-16): 1. Rodney Honberger (Yam); 2. Ryan Blan (Yam); 3. Moe Fuller (Kaw).

80 OPEN: 1. Rick Schaffner (Yam); 2. Chris Chevrette (Suz); 3. Steven Schwartz (Suz); 4. Matt Madden (Kaw); 5. Rocky Colasacco (Suz).

WMN: 1. Tarrah Johnson (Yam); 2. Tamra Madden (Kaw); 3. Amber Naughton (Yam); 4. Jenny Clark (Yam).

125 BEG: 1. Tarrah Johnson (Yam); 2. Matt Petrucci (KTM); 3. Tamra Madden (Kaw); 4. Nick Romes (Hon); 5. Cliff Reidhood (Hon).

125 JR: 1. Jason McTygue (Yam); 2. Brent Denton (Yam); 3. Ryan Hamman (Hon); 4. Adam Bode (Yam); 5. Bryan Ehrman (Kaw).

125 INT: 1. Josh Moraine (Hon); 2. Nick Beaver (Suz); 3. John King (Suz); 4. Matthew Stephens (Suz); 5. Brandon Reed (Suz).

125 PRO: 1. Kyle Killebrew (Yam); 2. K.R. Harris (Yam).

250 BEG: 1. Mike Edmonds (Hon); 2. Sherman Taylor (Suz); 3. Jessie Erwin (Yam); 4. Brian Jones (Hon); 5. Curtis Vestal (Yam).

250 JR: 1. Sky King (Suz); 2. Robert Olander (Yam); 3. Steve McFerrin (Kaw); 4. Scott Rich (Hon); 5. Darren Curtis (Hon).

250 INT: 1. Nick Beaver (Suz); 2. Dave McDermott (Yam); 3. Brandon Reed (Suz); 4. Arlyn VandeMark (Suz); 5. Josh Wagner (Yam).

B/BK OPEN: 1. Rick Nagle (Kaw); 2. Steve Akers (Hon); 3. Brent Denton (Yam); 4. Bolton Manchester (Hon); 5. Ryan Hamman (Hon).

4-STRK 301-455A: 1. Kris Keefer (Hon).

4-STRK 301-455B: 1. Cole Townsend (Yam); 2. Lawrence Rinehart (Yam); 3. Jeff Peters (Yam); 4. Matt Harper (Yam).

4-STRK 301-455C: 1. Ken Balgoyen (Yam); 2. Lupe Aguayo (Yam); 3. Ken Alderden (Yam); 4. Jeremy Johnson (Yam).

4-STRK 456-650C: 1. Jonathan Durfey (Hon).

4-STRK 30+ A: 1. Matt Harper (Yam).

4-STRK 30+ B: 1. Cliff Piper (Yam).

4-STRK 30+ C: 1. Ken Balgoyen (Yam); 2. Brian McDonald (Yam); 3. Tony Hicks (Hus); 4. John Kovalcik (Hus); 5. Cindy Armbruster (Yam).

4-STRK 40+ C: 1. Jim Conner (Yam); 2. Gene Johnson (Yam); 3. Chuck Franklin (Yam); 4. Don Beson (Yam).

25+ BEG: 1. Robert Klein (Yam); 2. Robert Lopez (Yam); 3. David Kujawa (Yam).

25+ JR: 1. Scott Rich (Hon); 2. Jeff Parr (Kaw); 3. Rick Miller (Suz); 4. Frank Victorine (Yam); 5. Kenny Porter (Hon).

25+ INT: 1. Bolton Manchester (Hon); 2. Shawn Cisco (Yam); 3. Greg Brydle (Yam).

30+ BEG: 1. Sherman Taylor (Suz); 2. Bob Miklos (Hon); 3. Ken Alderden (Yam); 4. Eric Reinfried (Suz); 5. Jerry Smith (Yam).

30+ JR: 1. Bill Cuda (Yam); 2. Mike Weiland (Hon); 3. Robert Olander (Yam); 4. Mark Oldenwald (Hon); 5. Rick Watmore (Yam).

30+ INT: 1. Kelly Barry (Hon); 2. Jimmy Lewallen (Yam); 3. Cliff Piper (Yam); 4. Mike Carroll (Hon); 5. Steve McFerrin (Kaw).

30+ PRO: 1. Craig Davis (Yam); 2. Todd McRee (Kaw); 3. Frank Febbo (Hon); 4. Rick Nagle (Kaw).

40+ AM: 1. Gary Chaidez (Hon); 2. Jeff Bertram (Hon); 3. Brad Nicks (Kaw); 4. Michael Goodrich (Kaw); 5. Dan Lawenberg (Hon).

BMBR A: 1. Ted Mink (Yam); 2. Dan Townsend (Hon); 3. Kevin Rector (Mai); 4. Kevin Wallin (Yam).

BMBR B: 1. Jerry Gates (Yam); 2. Dan Shepherd (Yam); 3. Robert Hawse (Hon).

(Left) Jeff Northrop won the 125cc and 250cc Pro classes at round five of the GFI California Winter Series, held in Hollister, California. (Right) Bruce Rutherford won both motos of the 51cc Stock (7-8) class at the Loretta Lynn's Qualifier held at Glen Helen Raceway.

1999 GFI California Winter MX Series North Round 5

Northrop nails two

By Jim Enos

HOLLISTER, CA, MAR. 14

Spectators were treated to two of the best races of the series as Team Green/FMF/Fox/Renthal-backed Jeff Northrop hammered down two solid motos on the always-challenging Hollister Raceway to sweep the 125cc and 250cc Pro classes at the final round of the 1999 GFI California Winter Series. Northrop's wins, however, did not come easy, as Clawson Motorsports' Jeff Pestana actually led each moto at one time. A mistake by Pestana in the 250cc moto and a very aggressive pass by Northrop in the 125cc moto had Pestana settling for two second-place finishes.

With wet weather hitting the area late in the week, ruts played a factor and made for some interesting line choices as the day progressed. Track conditions were otherwise superb as the AMP crew welcomed more than 200 riders to the fifth and final round of the annual series.

The first Pro moto of the day was the 250cc class, and a 16-rider gate filled the first turn, with Dean Matson railing the outside and jumping out front. Northrop and Pestana got caught up in the middle of the pack and had to fight their way around Ray Crumb and Ben Shank. Matson, however, appeared ready and willing to hold the lead in the 20-minute, one-moto affair, as he quickly opened up a five-second lead over the pack.

As the laps wore on, though, Matson's lead vanished as Pestana made a move on Matson on the first uphill section to take over the lead. Northrop was still a ways back, but he was heavy on the gas and had Matson in his sights. At the halfway point, Northrop passed Matson on the back section of the track to take over second. However, second was not what Northrop was after, and he slowly closed in on Pestana and began studying his lines while applying the pressure. His consistency paid off, as Pestana cross-rutted just before the finish-line jump and went down. Northrop inherited the lead; Pestana quickly remounted to hold off the charging Matson.

Pestana simply ran out of time while attempting to catch Northrop, who took the checkers for the win. Matson came in third, behind Pestana, with Yamaha pilot Crumb fourth, ahead of Shank.

"I saw Jeff (Pestana) get all cross-rutted," said Northrop. "I think I hit his back wheel trying to get out of the rut to avoid him."

The 125cc Pro moto saw Kawasaki-mounted Scott Davis snag the holeshot, with Northrop, Paul Timmerman and Pestana in tow. Pestana appeared to have things under control as he quickly made his way to the front of the pack by lap two, putting a good five-second lead on Northrop, who also made his way around Davis. The race quickly became a Pestana/Northrop battle, as the two mirrored each other lap after lap.

By the halfway point, Pestana and Northrop had opened up a 30-second lead over Matson, who had charged from the back of the pack to take over third, with Davis right behind him. Northrop found himself choosing different lines than Pestana, and it paid off as the race came to a close. As both riders came down the heavily whooped-out downhill, Pestana went wide as Northrop tucked to the inside of the ensuing off-camber right-hander. The two collided; Pestana went down while Northrop continued on to take the victory. Pestana remounted with hay-bale straw protruding from his wheels, and he still managed to salvage second over Matson. Davis cruised in fourth, with Timmerman rounding out the top five.

"Jeff (Pestana) went wide and all of a sudden we were side by side and collided," Northrop said. "It definitely wasn't intentional."

When asked about the contact, the veteran Pestana took it in stride.

"I made a mistake and left the door open for Jeff (Northrop)," Pestana replied. "It was racing." CN

Hollister Raceway
Hollister, California
Results: March 14, 1999 (Round 5 of 5)

50 P/W JR (4-6): 1. Calvin LaCurrelle (Yam).
50 (4-6) STK: 1. Dillon Padilla (KTM); 2. Christian Standers (Cob).
50 (0-8) F/T: 1. Joshua Philip (KTM); 2. Brian Johnson (Hus); 3. Uriel Arroyo (KTM).
50 (7-8) STK: 1. Cary Kotowski (KTM); 2. Cory Padilla (HM); 3. Crystal Layton (KTM).
50 (7-8) MOD: 1. Michael Flores (Cob).
50 (0-8) OPEN: 1. Ty Keenom (Cob); 2. Brandon Nicholson (KTM); 3. Christian Standers (Cob).
(4-6) STK: 1. Joshua Greco (Cob); 2. Ty Keenom (Cob); 3. Trevor Fua (KTM).
50 (7-8) STK: 1. Richie Thomas (Cob); 2. Cody Jackson (KTM); 3. Richard Adams (Act); 4. Sean Walsh (Hon); 5. Grayson Swift (HM).
50 OPEN: 1. Joshua Duppong (KTM); 2. Brandon Nicholson (KTM).
60 F/T: 1. Luke Layton (Kaw); 2. Michael Hales (Kaw).
60 BEG: 1. Bryce Huffman (Kaw); 2. Tyler Freeman (Kaw); 3. Marcus Bradshaw (Kaw); 4. Cody Jackson (Kaw); 5. Eric Pegoda (KTM).
60 NOV: 1. Kurtis Batey (Kaw); 2. Beau Wiegand (Kaw); 3. J.D. Moore (Kaw); 4. Denver Edwards (Kaw); 5. Ryan Martin (Kaw).
60 INT: 1. Bryan Perry (Kaw); 2. Dustin Enochs (KTM); 3. Greg Fouts (Kaw).
80 F/T: 1. Stephen Tarpley (Yam).
80 BEG: 1. Court Tiede (Hon); 2. Kyle Parino (Kaw); 3. Kyle Kent (Kaw); 4. Steven Zamora (Hon); 5. Donnie Stommel (Yam).
80 NOV: 1. Josh Cox (Yam); 2. Daniel Sani (Hon); 3. Tyson Enzweiler (Yam); 4. Aaron DiCiano (Yam); 5. Jarrod Mertens (Yam).
80 INT: 1. Charlie Morrison (Yam); 2. Eric Nye (Yam); 3. Steven Hernandez (Yam); 4. Eric McCrummen (Yam).
S/MINI: 1. Charlie Morrison (Yam); 2. Daniel Sani (Hon); 3. Eric McCrummen (Yam).
125 BEG: 1. Richard Fatten (Suz); 2. Trafton Clayton (Yam); 3. Michael Carnes (Yam); 4. Rick Berhors (Hon); 5. John Wear (Hon).
125 NOV: 1. Matt McCrummen (Yam); 2. Simon Timmerman (Suz); 3. Billy Jurevich (KTM); 4. Chris Loredo (Yam); 5. Chad Lowenburg (Yam).
125 INT: 1. Steve Martens (Yam); 2. Kenny Heess (Hon); 3. Mike Northrop (Kaw); 4. Pete Kasten (Suz); 5. David Boothe (Kaw).
125 PRO: 1. Jeff Northrop (Kaw); 2. Jeff Pestana (Suz); 3. Dean Matson (Suz); 4. Scott Davis (Kaw); 5. Paul Timmerman (Suz).
250 BEG: 1. Anthony Leimas (Yam); 2. Jason Cameron (Yam); 3. Rick Buzhost (Hon); 4. Joshua Miller (Kaw); 5. Michael Carnes (Yam).
250 NOV: 1. John Replogle (Kaw); 2. Billy Jurevich (KTM); 3. Chris Loredo (Yam); 4. Randal Gruber (Suz); 5. Dean Davis (Yam).
250 INT: 1. Dieter Timmerman (Suz); 2. Chris Vendley (Suz); 3. Kelly Quinn (Suz); 4. Mike Hodge (Suz); 5. Dylan Vicha (Yam).
250 PRO: 1. Jeff Northrop (Kaw); 2. Jeff Pestana (Suz); 3. Dean Matson (Suz); 4. Ray Crumb (Yam); 5. Ben Shank (Suz).
500 PRO: 1. Todd Nelson (Yam).
25+ BEG: 1. Rob Belskey (Yam); 2. Anthony Leimas (Yam); 3. Dan Wyrick (Yam); 4. Ryan Opray (Suz).
25+ NOV: 1. Jon LaRue (Yam); 2. Dean Davis (Yam); 3. Scott Cindler (Yam); 4. Steve Storie (Hon); 5. Chris Loredo (Yam).
25+ INT: 1. Shane Verdin (Kaw); 2. Chris Platero (Suz); 3. Mike Hodges (Suz); 4. Brian Toline (Suz); 5. Mark Klauser (Suz).
25+ EX: 1. Jon Zahrt (Suz); 2. Kenny Zahrt (Suz); 3. Dave Zahrt (Suz); 4. Joe Root (Suz); 5. Wayne Zahrt (Suz).
30+ BEG: 1. Allen Blanco (Yam); 2. Tom Wickersham (Kaw); 3. Vince Rondas (Hon); 4. Michael Flores (Yam); 5. Aaron Garfinkel (Yam).
30+ NOV: 1. Rich Horne (Hon); 2. Tom Conklin (Kaw); 3. Craig Ranells (Yam); 4. William Serpa (Yam); 5. Tony Vaca (Suz).
30+ INT: 1. Shane Verdin (Kaw); 2. Mike Hodges (Suz); 3. Troy Burchy (Yam); 4. Steve Storie (Hon); 5. Greg Lepesh (Yam).
30+ EX: 1. Mike Hammer (Kaw); 2. Jon Zahrt (Kaw); 3. Kenny Zahrt (Suz); 4. Jeff Hamilton (Yam); 5. Dave Zahrt (Suz).
30+ PRO: 1. Jeff Pestana (Suz); 2. Jon Nelson (Suz); 3. Mike Johnson (Suz); 4. Neal Nelson (Suz); 5. Dean Matson (Suz).
35+ NOV: 1. Tom Conklin (Kaw); 2. Robert Woehrle (Hon); 3. Vince Rondas (Hon); 4. Craig Ranells (Yam); 5. Lud Dawson (Suz).
35+ INT: 1. John Moore (Hon); 2. Tim Alvarado (Yam).
40+ NOV: 1. Ed Pegoda (Hon); 2. Tim Donalson (Kaw); 3. Bobby Lynch (Yam); 4. Rex Powell (Yam); 5. Mike Amaral (Kaw).
40+ INT: 1. Joseph Gonzalez (Yam); 2. Dan Malfatty (Yam).
40 EX: 1. Kenny Zahrt (Suz); 2. David Zahrt (Suz); 3. Mark Sirota (Yam); 4. Joe Root (Suz); 5. Sean Michaels (Kaw).

California Loretta Lynn's Qualifier

Rutherford sweeps it

By Beth LaRock

SAN BERNARDINO, CA, MAR. 14

Glen Helen Raceway was the site of the California Loretta Lynn's Qualifier, one of the precursors to the premier amateur event, to be held in Tennessee in August. The top 10 finishers in each class have the opportunity to race in the Southwest Regional Qualifier held on June 19 and 20, also at Glen Helen Raceway.

Sixteen tough-looking 7- and 8-year-olds showed up to compete in the 51cc Stock class. Two of the mini-gladiators were KTM/Malcolm Smith Motorsports-sponsored Bruce Rutherford and Donnie Kearney, teammates who placed first and second overall.

The first 10-minute moto started with Ronnie Goodwin claiming the holeshot, followed by Rutherford, Bryce Terzian and Johnny Jelderda. Goodwin went down in the second turn and Rutherford took the lead. Rutherford held on to first until lap three, when Terzian squeaked past him. Rutherford quickly regained first, passing him on the inside of the turn on a hill. On the same lap, Kearney, after working his way through the pack into fourth, continued his charge and passed Jelderda for third. At the checkered flag, Rutherford was first across the finish line, followed by Terzian and Kearney.

In the second moto, Trevor Reis captured the holeshot, followed by Cody Tithof, Jacob Katinada and Terzian. By the end of the first lap, both Rutherford and Kearney had plowed through the pack and into second and fourth, respectively. Reis and Terzian held down first and third, respectively.

At the end of lap two, it was again Rutherford in the lead. On lap three, Kearney passed Reis and started putting pressure on Terzian. As Kearney and Reis raced toward Animal Leap, Kearney took command on the inside of the turn and seized second. Terzian lost one more position to Reis. At the finish line, it was a very happy Rutherford, followed by Kearney, Reis and Terzian.

Both Rutherford and Kearney agreed the whole track was fun, but they disagreed as to what parts were the most difficult. Rutherford said the tabletops were tough. Kearney, on the other hand, liked the tabletops

"The back stretch is the hardest part," Kearney asserted. "I kind of got squirrelly."

Competition was fierce in the 125cc B Modified class. In the first moto, 36 racers thundered out of the gate, with Sean O'Connor in the lead. Cory Gibbons, Jonathan Shimp and Chris Sprenkel followed close behind.

During the first lap, Shimp passed Gibbons and O'Connor, placing himself in first. Thousand Oaks Yamaha/Answer/Pro Circuit-sponsored Shimp was then able to ride unchallenged to take the win. Sprenkel passed Gibbons for third on lap one and O'Connor for second on lap two. After securing second, Sprenkel had no other competition to the finish line.

Sean Hamblin and Russell Thompson started the moto in seventh and eighth. Both riders powered their way through the pack and were sitting in third and fourth going into the white-flag lap. On the last lap, Thompson passed Hamblin to finish third.

At the start of the second moto, Fox/Dunlop/Renthal/Pro Circuit-sponsored Hamblin got a great start, taking the holeshot and holding the lead to the finish.

"I rode a couple of laps hard, then kind of cruised the rest of the way," said Hamblin.

Answer/FW's rider, Ito Posca, in second at the start, appeared to have second place locked. But on the white-flag lap, three turns from the finish line, Shimp squeezed around him to take second. The move gave Shimp first overall on the day, followed by Hamblin. Ryan Morais, who scored a 5-4, finished third for the day. CN

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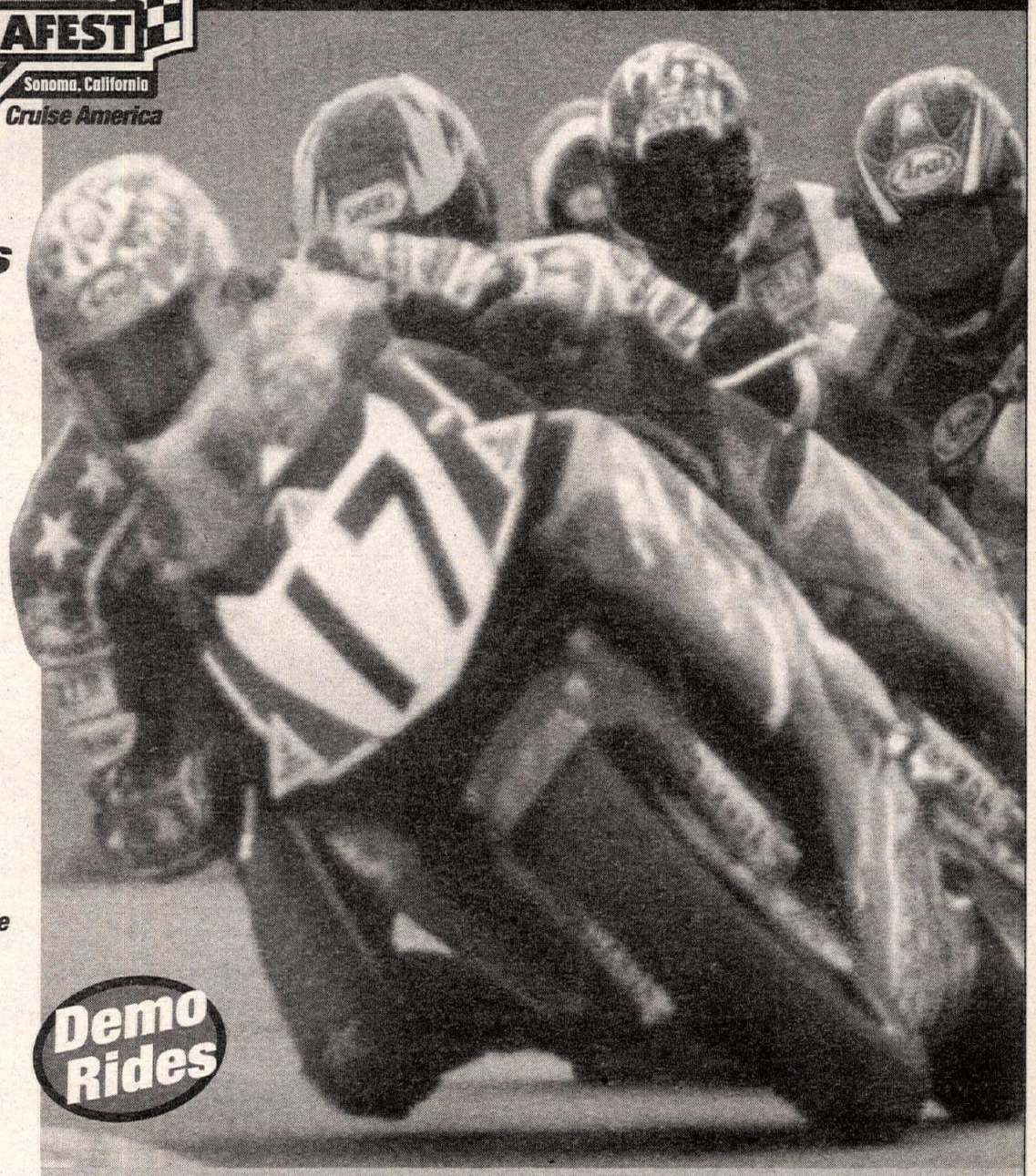

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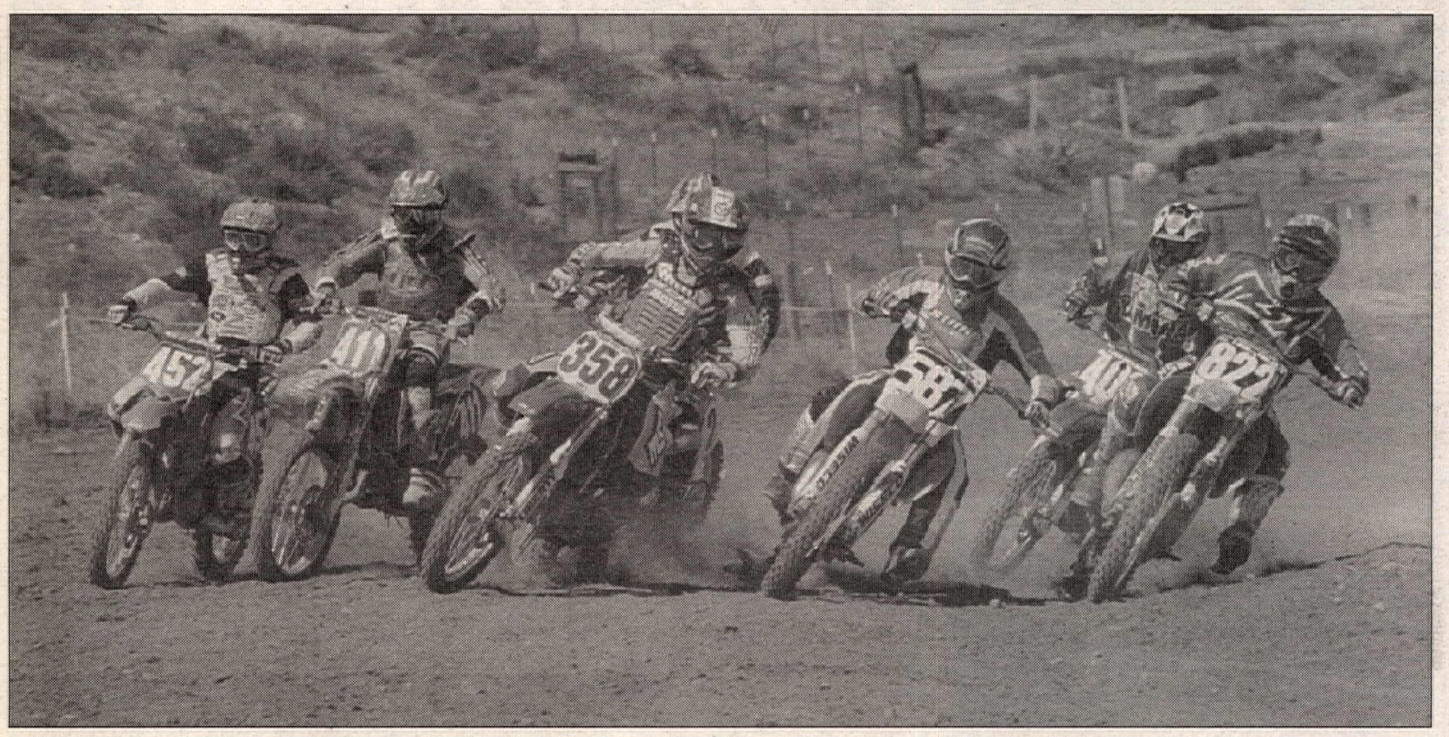

At the fourth round of the California Gold Cup series, held in Gorman, California, 125cc Pro racers Mark Tilley (452), Chris Neitzel (411), Ty Kady (358), Jerry Aleman (587), Rich Truchinski (403) and Brian Sweany (822) race to the first turn. Kady scored the win by posting two-moto victories.

Glen Helen Raceway
San Bernardino, California
Results: March 14, 1999

51 (4-6) AM STK D-1: 1. Blake Baggett (Cob); 2. Nic Paluzzi (Cob); 3. Dakota Garner (Cob); 4. Tommy Aquino (Cob); 5. David Meade (Cob).

51 (7-8) AM STK D-2: 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. Bryce Terzian (KTM); 4. Michael Hall (Cob); 5. Johnny Jelderda (Lem).

65 STK (7-9): 1. Jeff Alessi (KTM); 2. Cole Seely (KTM); 3. Travis Christen (Kaw); 4. Jared Partridge (Kaw); 5. Bruce Rutherford (KTM).

65 STK (10-11): 1. Mike Alessi (Kaw); 2. Michael LaPaglia (KTM); 3. Robert Memoli (Kaw); 4. Casey Hinson (Kaw).

85 STK (7-11): 1. Mike Alessi (Kaw); 2. Edward Herring (Kaw); 3. Jeff Alessi (Kaw); 4. Michael LaPaglia (Suz); 5. Jarred Browne (Yam).

85 STK (12-13): 1. Daton Beavers (Kaw); 2. Kyle Partridge (Suz); 3. Daryl Ecklund (Yam); 4. Sean Collier (Kaw); 5. Anthony Bruscella (Yam).

85 STK (14-15): 1. Jesse Casillas (Yam); 2. Nick Alvarez (Hon); 3. Donnie Gritton (Yam); 4. Dylan Lord (Kaw); 5. Tyler Duncan (Yam).

85 MOD (9-13): 1. Daryl Ecklund (Yam); 2. Daton Beavers (Kaw); 3. Kyle Partridge (Kaw); 4. Mike Alessi (Kaw); 5. Anthony Bruscella (Yam).

85 MOD (14-15): 1. Dylan Lord (Kaw); 2. Kyle Mace; 3. Jesse Casillas (Yam); 4. Donnie Gritton (Yam); 5. Nick Alvarez (Hon).

105 S/MINI (12-15): 1. Shane Bess (Suz); 2. Daton Beavers (Kaw); 3. Dylan Lord (Kaw); 4. Jesse Casillas (Yam); 5. Sean Collier (Kaw).

125 STK (12-15): 1. Billy Laninovich (Yam); 2. Ross Garcia (Yam); 3. Randy Norman (Yam); 4. Corey Macomber (Yam); 5. Todd Gosselaar (Hon).

125 MOD (12-15): 1. Randy Norman (Yam); 2. Billy Laninovich (Yam); 3. Ross Garcia (Yam); 4. Corey Macomber (Yam); 5. Todd Gosselaar (Yam).

125 A STK: 1. Bryan McGavran (Yam); 2. Tim Langdon (Kaw); 3. David Ramsey (Yam); 4. Jose Polasek (Hon); 5. Oscar Valdez (Yam).

125 B STK: 1. Jonathan Shimp (Yam); 2. Sean Hamblin (Yam); 3. Michael Sleeter (Yam); 4. Ito Posca (Yam); 5. Gerrit Ordelman (Yam).

125 C STK: 1. Jared Williams (Yam); 2. Chad Frank (Yam); 3. Mike Horvath (Suz); 4. Mark Valcore (Yam); 5. Daniel Bustos (Hon).

125 A PRO: 1. Tim Langdon (Kaw); 2. Brett Racine (Kaw); 3. Ty Kady (Yam); 4. Billy Payne (Kaw); 5. David Ramsey (Yam).

125 B MOD: 1. Jonathan Shimp (Yam); 2. Sean Hamblin (Yam); 3. Ryan Morais (Yam); 4. Jeremy Israel (Hon); 5. Ito Posca (Yam).

125 C MOD: 1. Lucians Quintanilla (Yam); 2. Jared Williams (Yam); 3. Billy Arnone (Yam); 4. Chad Frank (Yam); 5. Mark Valcore (Yam).

250/OPEN PRO: 1. Brett Racine (Kaw); 2. Ty Kady (Yam); 3. Gary Trachy (Yam); 4. Tim Langdon (Kaw); 5. Tim Sharp (Kaw).

250 OPEN A: 1. Bryan McGavran (Yam); 2. Oscar Valdez (Yam); 3. Chris Neitzel (Suz); 4. Jose Polasek (Hon); 5. Constantin Dergmev.

250 OPEN B: 1. Russell Thompson (Kaw); 2. Jeremy Israel (Hon); 3. Sean Hamblin (Yam); 4. Jesse Ketcham (Suz); 5. Michael Collier (Kaw).

250 OPEN C: 1. Lucians Quintanilla (Yam); 2. Jonathan Schultz (Yam); 3. Kenneth Neitzel (Suz); 4. Daniel Bustos (Hon); 5. Leo Bagnis (Kaw).

250 OPEN B MOD: 1. Russell Thompson (Kaw); 2. Sean Hamblin (Yam); 3. Craig Truglio (Kaw); 4. Jesse Ketcham (Suz); 5. Dusty Walters (Yam).

WMN 80-105: 1. Tamara Neitzel (Hon).

WMN 105+: 1. Bonnie Warch (Yam); 2. Candace English (Hon).

4-STRK 301-650: 1. Jim Finnerty (Yam); 2. Cole Townsend (Yam); 3. Jeff Harriott (Yam); 4. Gary Trachy (Yam); 5. Brian Beech (Yam).

25+: 1. Gary Trachy (Yam); 2. Justin McMurrich (Hon); 3. Dustin Heikkinen (Yam); 4. Greg Brydle (Yam); 5. Bryan Lamborn (Yam).

VET A 30+: 1. Ken Graham (Yam); 2. Joseph Kleppe (Yam).

VET B/C 30+: 1. Chris Swift (Yam); 2. Randy Commans (Yam); 3. Tom Bell (Suz); 4. Dawson Leachman (Suz); 5. Tommy King (Yam).

SR 40+: 1. Jeff Harriott (Kaw); 2. Clifton Warren (Yam); 3. David Simon (Yam); 4. Philip Taboada (Suz); 5. Kenneth Neitzel (Suz).

California Gold Cup Motocross Series
Round 4

Kady, Koikeda conquer

By Greg Robertson

GORMAN, CA, MAR. 21

Yamaha riders Ty Kady and Takeshi Koikeda were untouchable on the high-speed Hungry Valley OHV Park motocross track as they swept the 125cc and 250cc Pro classes, respectively, during round four of the California Gold Cup Motocross series.

Brian Sweany won the uphill drag race out of the starting gate to lead Jerry Aleman, Kady and Mark Tilley when the first 125cc Pro moto got under way. Kady made his way around Aleman halfway through the opening lap on a track that included numerous natural elevation changes. As the field made their way past the scoring tower for the completion of lap one, it was Kady outjumping Sweany for the lead. Kady wasted little time in distancing himself from Sweany, who was starting to feel the heat from Aleman and Tilley.

Kady put in a flawless moto, pulling away at the rate of more than a second per lap to easily take the first-moto win. Tilley stuck his KTM underneath Aleman for third just before the halfway point and then zapped Sweany for second a short time later. Aleman worked his way around Sweany to finish in third, with Jason Dubin holding off fellow Suzuki rider Chris Neitzel for fifth.

In moto two, Sweany pulled off another excellent start, but Kady pushed him back to second place after a lap. Rich Truchinski, Aleman and Tilley mixed it up for third, with Aleman coming out on top after things settled down after a couple of laps.

With a clear track ahead of him, Kady set a blistering pace aboard his MSR/Pro Circuit/Smith/CTI/Etnies/Ceet-backed YZ125 and he greeted the checkers with some 10 seconds to spare. Aleman slowly reeled in Sweany and was finally able to make a last-lap pass to sew up second overall with his 3-2 rides.

Sweany held off a determined Tilley at the checkers for third, but Tilley ended up third overall on a 2-4 score. Dubin went 5-6 to edge out the 7-5 of Truchinski for fifth overall.

The first 250cc Pro moto saw Koikeda run out front early, ahead of a tight-knit battle for second between Terry Fowler, Kady, Jon Nelson and Shane Trittler. It took a couple of laps, but Kady was able to push the YZ400-mounted Fowler back to third in an attempt to set out after Koikeda, who was slipping away with an increasing lead.

Koikeda put his YZ250 about five seconds in front of Kady and maintained that gap to collect the win. Fowler broke free to finish a lonely third. Trittler put a last-lap pass on Nelson to earn fourth.

Kady led Trittler and Fowler when the gate dropped for the second moto. Koikeda suffered a bad start, but by the end of two laps he was pressuring Trittler in third place. Kady went down and handed the lead to Koikeda, who had just passed Trittler. Kady was up and running in fifth, just behind a good battle over third between Fowler and Nelson.

Trittler hounded Koikeda for a couple of laps before Koikeda inched away to post his second moto win on the day. Kady jumped past Nelson and then got around Fowler with just a couple of turns remaining to clinch second overall with his last-lap effort. Trittler's runner-up finish earned third over the 3-4 of Fowler and the 5-5 of Nelson.

Gerrit Ordelman overcame a mid-pack start and a tough battle with Joel Nelson to capture the 125cc Intermediate first-moto win. Brian Hulsey followed Ordelman up through the field to finish in third, ahead of Jason Wood and Jeff Eide.

Ordelman launched his Yamaha out front right from the cement start pad and led every inch of the second moto to earn a nice chunk of the Yamaha contingency money that was up for grabs. Chris Sprenkel had a troublesome first moto but rebounded with a strong second-place ride in round two. Turbo Reif, aboard the lone Honda in the field, slipped by Eide with a couple of turns left in the race to finish in third and third overall behind the 2-5 of Nelson.

Reif returned to collect the 250cc Intermediate first-moto win after a race-long battle with Wood. Darrin Hoeft held off Dieter Timmerman and Jon Zahrt for third.

Zahrt came out swinging with the second-moto holeshot and a lead that he maintained right up until the checkers fell, earning second overall. Reif put a last-lap pass on Chris Thompson to take the overall with a 1-2 showing. Hoeft (3-3), Timmerman (4-5) and Wood (2-7) rounded out the top five.

Bobby Bloodworth ran away with the first 125cc Novice moto win, over Johnny Urban and David Sullins. Scott Howe, Urban and Bloodworth put on a great race for the top spot for the entire second moto, with Urban prevailing to take home the overall. Bloodworth went 1-3 to top the 4-2 of Howe for second overall.

Double class winners on the day included Yamaha-mounted Vincent Rhoads in the 80cc (12-13) and Supermini classes, Clay Fontenot in the Over 25 and Over 30 Beginner ranks, and Mark Gambetta in the Over 30 Intermediate and Over 40 Expert classes on his YZ400F. **CN**

Hungry Valley OHV
Gorman, California
Results: March 21, 1999 (Round 4)

P/W STK (4-6): 1. Cody Farrar (KTM); 2. Tommy Aquino (KTM); 3. Geoffrey Lockley Jr. (KTM); 4. Steven Davies (KTM).

P/W STK (7-8): 1. Justin Eubanks (KTM).

65 BEG: 1. Travis Foos (Kaw); 2. Jake Morrow (KTM); 3. Terren O'Dell (Kaw); 4. Jonathan Hornbeck (Kaw); 5. Nick Sanchez (Kaw).

65 (6-8): 1. Trent Pugmire (Kaw).

65 (9-11): 1. Justin Mulford (Kaw); 2. Charles Pearson (KTM); 3. B.J. Bohrer (KTM); 4. Casey Logan (Kaw).

80 BEG: 1. Nathan Salgado (Yam); 2. Chris Nishimura (Hon); 3. Justin Mulford (Kaw); 4. Brian Brussard (Yam); 5. Jason Hilderbrand (Yam).

80 (0-11): 1. Cory Redenias (Kaw); 2. Kevin Wageman (Kaw).

80 (12-13): 1. Vincent Rhoads (Yam); 2. C.J. McMahon (Yam); 3. Garrett Eberl (Yam); 4. Erik Faucette (Yam); 5. Brett Crevier (Kaw).

S/MINI: 1. Vincent Rhoads (Yam); 2. Richard Eubanks (Yam); 3. Bobby Steffan (Kaw); 4. Kevin Wageman (Kaw); 5. Louie Santiago (Hon).

WMN: 1. Patti Mackey (Suz).

125 BEG: 1. Brandon Davis (Yam); 2. Cody Hertel (Hon); 3. Dustin Bradley (Hon); 4. Cade Carlson (Kaw); 5. Robert Skinner (Yam).

125 NOV: 1. Johnny Urban (Yam); 2. Bobby Bloodworth (Yam); 3. Scott Howe (Yam); 4. Matt Carpenter (Suz); 5. Brandon Norton (Yam).

125 INT: 1. Gerrit Ordelman (Yam); 2. Joel Nelson (Yam); 3. Turbo Reif (Hon); 4. Jeff Eide (Yam); 5. Brian Hulsey (Yam).

125 PRO: 1. Ty Kady (Yam); 2. Jerry Aleman (Suz); 3. Mark Tilley (KTM); 4. Brian Sweany (Suz); 5. Jason Dubin (Suz).

250 BEG: 1. Jake Smith (Hon); 2. Zal Marquez (Hon); 3. Pete Peterson (Kaw); 4. Jeremy Mason (Yam); 5. Bartecek Vratislov (Hon).

250 NOV: 1. Shane Smith (Yam); 2. Justin Eide (Yam); 3. R.K. Field (Suz); 4. Jason Webb (Suz); 5. Christian Kennerik (Yam).

250 INT: 1. Turbo Reif (Hon); 2. Jon Zahrt (Suz); 3. Darrin Hoeft (Suz); 4. Dieter Timmerman (Suz); 5. Jason Wood (Suz).

250 PRO: 1. Takeshi Koikeda (Yam); 2. Ty Kady (Yam); 3. Shane Trittler (Yam); 4. Terry Fowler (Yam); 5. Jon Nelson (Suz).

25+ BEG: 1. Clay Fontenot (Hon); 2. Chris Hansen (Kaw); 3. Dean Bauer (Yam); 4. Michael Zepeda (Yam).

25+ NOV: 1. Rodney Jared (Hon); 2. Rob Hall (Yam); 3. Jason Carpenter (Yam); 4. Ethan Dally (Yam); 5. Eric Brust (Yam).

25+ INT: 1. Darin Nishimura (Yam); 2. Skip Godinez (Kaw); 3. Scott Williams (Yam).

30+ BEG: 1. Clay Fontenot (Hon); 2. Brian Brussard Sr. (Suz); 3. Leonard Robertson (Hon); 4. Cary McConnell (Kaw); 5. Frank Masi (Yam).

30+ NOV: 1. John Gomez (Yam); 2. R.K. Field (Suz); 3. Greg Ellis (Yam); 4. Duane Raha (Yam); 5. Andy Gaiger (Kaw).

30+ INT: 1. Mark Gambetta (Yam); 2. Alan Delarge (Hon); 3. Jesse Holguin (Yam); 4. George Jimenez (Kaw); 5. Brad Thorn (Suz).

30+ EX: 1. Jon Nelson (Suz); 2. Darrin Hoeft (Suz); 3. Jon Zahrt (Suz); 4. Kenny Zahrt (Suz); 5. Kurt Hendrickson (Suz).

40+ AM: 1. Michael Foos (Yam); 2. Phil Stumbo (Yam); 3. Mic Rogers (Kaw).

40+ NOV: 1. Marty Desbrow (Yam); 2. Raymond Dally (Yam); 3. Michael Malherbe (Yam); 4. Brad Locke (Yam).

40+ EX: 1. Mark Gambetta (Yam); 2. Kenny Zahrt (Suz); 3. Alan Delarge (Hon); 4. Joel Harriott (Yam); 5. Bob Shimp (Yam).

O/T NOV: 1. Dave Rutledge (Hon); 2. Fred Kalmick (Kaw); 3. Hal Grady; 4. Art Jung (Kaw); 5. Steve Popjoy (Kaw).

O/T AM: 1. Neil Melillo (Yam); 2. Billy Lucas (Yam); 3. Richard Bealer (Yam); 4. Dan Wyards (Yam); 5. Ken Beach (Yam).

O/T EX: 1. Raymond Dally (Yam); 2. Larry Williams

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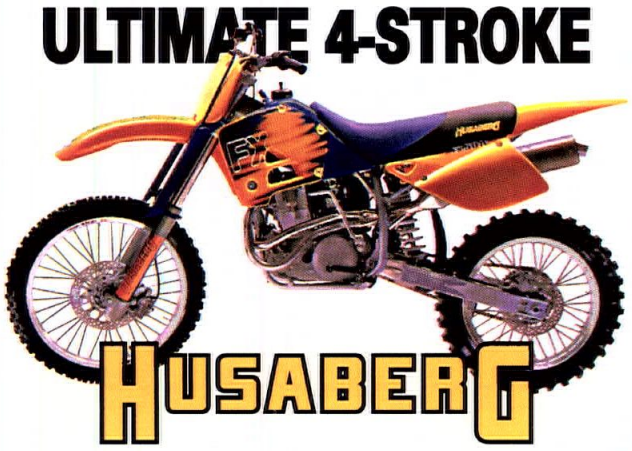

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Three Brothers Racing	Costa Mesa	949-642-0546	K	
Wilsons Motorcycles	Fresno	209-237-0215	K	H
Yamaha / KTM Sports Center	Yuba City	916-673-5676	K	
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Eagle Motor Works	Eagle	970-328-2580	K	
Fay Myers Motorcycle World	Denver	303-744-6632	K	H
Sun Sports Unlimited Inc	Gunnison	970-641-0883	K	
Wildcat Motorsports	Colorado Springs	719-574-9228		H

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R E R Performance Inc	Monroe	203-459-1299	K	

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Track And Trail Inc	New Castle	302-323-9044	K	

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Gator City Cycle Ski & Marine	Gainesville	352-376-3399	K	
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Mobile Motorcycle Service, Inc.	Fort Lauderdale	954-630-8280	K	
Motorcycle Enthusiasts Inc	Spring Hill	352-596-8028	K	
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Aero P A	Elgin	847-742-2453	K	H
Fun Mart Cycle Center	Moline	309-762-9624	K	H
Motor Cycle Center Inc	Villa Park	630-782-2010	K	
Phactory Phil's Inc	Utica	815-434-5591	K	
R T R Cycles And Accessories	Washington	309-444-8109	K	
Rtd Motorsports Unlimited	Springfield	217-528-5226	K	H
The Edge	Nashville	618-327-9879	K	
Tuf Racing Products Inc	Dekalb	815-756-3588	K	

INDIANA

Action Cycle Husqvarna / KTM	Mishawaka	219-256-1020	K	
Atkins Cycle Inc.	Marion	765-674-6577	K	
Competition Cycle	Terre Haute	812-466-2924	K	H
The Cycle Shed	North Vernon	812-346-8620	K	H
Lewis Suzuki / KTM of Anderson	Anderson	765-643-1691		H
Midwest KTM	Valparaiso	219-531-4770	K	H
T&T Cycle Company	Attica	765-762-2981		H

IOWA

Bennett Enterprises	Mason City	515-423-3168	K	
Cycle Specialty Inc.	Burlington	319-753-6725	K	
Hickman Racing	Des Moines	515-285-4332		H
Moto Sports	Des Moines	515-285-8014	K	

KANSAS

H-D / KTM Sales And Service	Topeka	785-234-6174	K	
Letko Competition Cycle	Kansas City	913-334-2410	K	H
Nichols Motors Inc.	Wichita	316-264-0373	K	

KENTUCKY

Burke KTM Suzuki & Yamaha	Straffordsville	606-297-1202	K	
Moto Sport of Louisville Inc	Louisville	502-368-6013	K	
Moto-Tech Inc.	Taylor Mill	606-356-0872	K	
Performance Cycle Inc	Paducah	502-442-2328	K	
River City Hon / Suz / Pol / KTM	Owensboro	502-686-7433	K	

LOUISIANA

Mikes Cycle Supply	Baton Rouge	800-367-5209	K	

MAINE

Biddeford Outdoor Power Equip.	Biddeford	207-286-8585	K	H
North Sports Four Seasons, Inc.	Caribou	207-496-6912	K	
Richmond Motorsports	Richmond	207-737-8481	K	
Rod's Cycle Shop	Skowhegan	207-474-6637	K	

MARYLAND

Cycle Connection	Baltimore	410-242-2332	K	H
Free State Cycle Corp.	Capital Heights	301-808-9500	K	
JT Motorsports, Inc.	Frederick	301-846-4318	K	

MASSACHUSETTS

Aldos Harley-Davidson / KTM	Bernardston	413-648-9302	K	
Cliffs Cycle	Norfolk	508-528-2936	K	
Cycle X-Press	Dalton	413-684-3945	K	
JMR Honda / KTM	Hyannis	508-778-7211	K	
Valley Motorsports, Inc.	Northampton	413-584-7303	K	H

MICHIGAN

Dirt Works Inc.	Comstock Park	616-784-0691		H
Great Escapes Motorsports	Traverse City	616-943-9800	K	
Jacks Cycle World	Brighton	810-227-3334	K	
Lake Cycle Inc	Grand Haven	616-846-3770	K	
Lansing Cycle	Lansing	517-393-6477	K	H
Linwood Cycle Sales	Pinconning	517-697-4425	K	
Metro Powersports, Inc.	Canton	734-397-5880	K	
Oakland Sport Center	Waterford	248-673-3366	K	
Sports Hut	Fair Haven	810-725-5009	K	
Zambon's North Country Sales Inc.	Marquette	906-228-7010	K	

MINNESOTA

Larsons Cycle	Cambridge	612-689-5589	K	H
Rochester Power & Equipment	Rochester	507-289-3340	K	

MISSISSIPPI

House of Cycles, Inc.	Natchez	601-446-6211	K	
Village Cycle Center Inc.	Starkville	601-323-1555	K	

MISSOURI

Freedom Cycles	Grandview	816-761-2220	K	
Gary Surdyke Yamaha, H-D, KTM	Festus	314-931-9166	K	H
H-D / Kaw / KTM of Missouri	Columbia	573-875-4444	K	
Pro Dirt And Road Werx	Wentzville	314-639-1103	K	
Procycle	Springfield	417-874-2000	K	
Surdyke Yamaha / KTM of Marionville	Marionville	417-258-2544	K	
Unique Transportation & Powersport	Sullivan	573-860-6377	K	H

MONTANA

Parkins Performance	Columbus	406-322-5500	K	
Penco Adventures Inc.	Kalispell	406-755-6229	K	
Summit Motor Sports	Bozeman	406-586-7147	K	

NEBRASKA

DNS Offroad Products	Omaha	402-333-6864	K	

NEVADA

Carson KTM Husqvarna	Carson City	702-883-1904	K	
Nevada Motorcycle Specialties	Sparks	702-358-4388	K	H
Sportsman Cycle Sales	Las Vegas	702-641-6401	K	H

NEW HAMPSHIRE

Freedom Cycle	Concord	603-225-2779	K	

NEW JERSEY

Bound Brook Cycle Center	Bound Brook	732-356-1193	K	
Fairway Cycle Inc	Somers Point	609-927-2071	K	
Griffin Vehicle Service	Chatsworth	609-726-1717	K	H
Town & Country Cycle Center	Sussex	973-875-2111	K	H

NEW MEXICO

Motorcyclists' General Store, Inc.	Farmington	505-327-1492	K	
R & S Kawasaki KTM Seadoo	Albuquerque	505-292-6692	K	

NEW YORK

Ballston Cycle & Truck	Ballston Lake	518-399-3939	K	
Big City Motorcycles, Inc	Manhattan	212-290-2275	K	
Central New York Kawasaki / KTM	Elbridge	315-689-3919	K	H
D & D Cycles Inc	Cutchogue	516-734-7500	K	
Freewheeling Cycle Parts Inc	Kenmore	716-873-1053	K	
Ithaca Recreation Sports, Inc.	Newfield	607-564-7913	K	
Jim Moroneys Inc	Newburgh	914-564-5400	K	
Leahys Service Center	Constable	518-483-3423	K	H
TNT Sport Cycle	Whitesboro	315-736-6207	K	
Williamsville	Holland	716-537-2309	K	

NORTH CAROLINA

Brewer Cycles Inc.	Henderson	252-492-8553	K	
Capitol Cycle Supply Inc.	Swannanoa	919-772-0005	K	
Cycle Bargain & Water Sports Supply	Swannanoa	828-686-5500	K	
Cycle Goodies	Winston-Salem	336-377-9611	K	
Fun Cycles	Valdese	828-874-4680	K	H
Suzuki / KTM Motosports of Charlotte	Charlotte	704-394-6666	K	
Tri City Honda Yamaha KTM	Greensboro	336-852-4228	K	

NORTH DAKOTA

Ma's Cycle	West Fargo	701-277-4584	K	

OHIO

Avon Laporte Cycle	Elyria	440-458-6021	K	H
Beaver Creek Cycle	Lisbon	330-386-7353		H
Dirt 'N Road Works	North Jackson	330-538-2220	K	
H & H Cycle Co Inc	Eastlake	440-951-1700	K	
Holeshot Engineering	Akron	330-253-7455	K	
Honda-Suzuki-KTM of Jackson	Jackson	740-286-4956	K	
K R W Cycles	Phillipsburg	937-884-5062	K	H
Mathias Cycle Sales & Service	Dover	330-343-6411	K	
Penton Honda Suzuki KTM	Amherst	440-282-5108	K	H
Plessinger Cycle, Inc.	Hamilton	513-844-6800	K	
Skat Motorcycle Accessories	Marion	740-387-3517	K	
Wheelsports Inc	Reynoldsburg	614-864-0010	K	H

OKLAHOMA

Ajax Kawasaki / KTM Inc.	Oklahoma City	405-632-3370	K	H
Honda of Tulsa	Tulsa	918-744-5551	K	

OREGON

Baker Polaris	Baker City	541-523-6441	K	
Bronson Polaris	Lagrande	541-963-9027	K	
Cascade Motorsports of Oregon	Bend	541-389-0088	K	H
Florence Yamaha / KTM Inc.	Florence	541-997-1157	K	H
G & G Cycle	Albany	541-926-9320	K	H
Hillsboro Honda Suzuki Kawasaki KTM	Hillsboro	503-648-4555	K	
Husqvarna KTM of Gresham	Gresham	503-667-3970	K	H

PENNSYLVANIA

B&B Sales & Service	Lancaster	717-569-5764	K	H
Bentley's Yamaha, Suzuki, KTM Inc.	Murrysville	724-325-2344	K	
Bottones Jo-Bet Cycles	Bradford	814-368-9944	K	H
Bromley Motorcycle Sales Inc	Trevose	215-357-1534	K	
Canyon Motorsports	Gaines	814-435-2878	K	
Five Star Cycle	Saegertown	814-763-2453	K	
Hopp's Offroad Cycle & ATV	Chicora	412-283-4820	K	H
KTM Of Reynoldsville	Reynoldsville	814-653-2108	K	
Matto Cycle Inc	Pottsville	717-429-0678	K	
Santich Imports	Pittston	717-654-4252	K	H
Sigmund's Kawasaki / KTM	Central City	814-754-4411	K	
World Of Cycles	Moon Twp.	412-269-9999	K	
Yamaha / KTM Of Camp Hill	Camp Hill	717-761-6192	K	

PUERTO RICO

Sports N Wheels	Ponce	787-284-2177	K	

RHODE ISLAND

Razee Motorcycle Sales	N Kingston	401-295-8837	K	

SOUTH CAROLINA

Carolina Wheels And Props	Myrtle Beach	803-293-3608	K	H
Jenks Motor Co Inc	Estill	803-625-4300	K	
K.O.R.E. Sport Cycles	Columbia	803-750-0844	K	
Neeley Racing Inc	Spartanburg	864-583-3653	K	
Performance Cycle Inc	Greenwood	864-223-3848	K	

SOUTH DAKOTA

Dakota Plains Recreation	Tea	605-368-5786	K	
Rice Honda Suzuki KTM	Rapid City	605-342-2242	K	

TENNESSEE

Kawasaki / Honda / KTM of Nashville	Madison	615-859-4471	K	
Kingsport Kawasaki Suzuki KTM	Kingsport	423-247-3847	K	H
Landsford Kawasaki / KTM Inc.	Crossville	931-484-1617		H
Performance Plus Motorcycle	Memphis	901-385-8296	K	
Sarge's Cycles, Inc.	Columbia	931-388-6133	K	
Sportcycle KTM	Maryville	423-681-7895	K	

TEXAS

Amarillo Hobby House	Amarillo	806-355-2921	K	
Broadway Yamaha Suzuki KTM	Tyler	903-595-6288	K	
Houston Cycle Shack	Stafford	281-530-9337	K	
Cycle Shack Lubbock	Lubbock	806-797-7449	K	H
Cycle Town South	Lancaster	972-230-187	K	H
DFW Honda / KTM	Bedford	817-267-2788	K	
Dirt Bag	Waco	254-848-4110	K	H
Golden Suz. Hon. Kaw. KTM	Odessa	915-332-1288	K	
H & H Cycleshop	Corpus Christi	512-387-0247	K	
Longhorn Motorsports, Inc.	Weatherford	817-596-3244	K	
Mr Honda Yamaha KTM	El Paso	915-545-2453	K	
North East Cycles	San Antonio	210-599-3722	K	
Texarkana Honda / KTM	Texarkana	903-831-5500	K	
TJS Cycle Sales & Service	Austin	512-453-6255	K	H
Willowbrook Cycles	Houston	281-894-7450	K	H

UTAH

Cycles and Sleds Inc.	Logan	435-753-0377	K	H
Cycleshop	Salt Lake City	801-487-5705	K	H
Delta Sports Center	Delta	801-864-3432	K	
Pro Cycle Sports	St George	435-673-2444	K	H

VERMONT

Dirt Works Cycles Inc	Bennington	802-447-8606	K	
Top Cat Motor Sports, Inc.	Sheldon	802-933-2900	K	

VIRGINIA

All Outdoors	Hampton	757-825-0067	K	
Champion Cycle Sales Inc.	Abingdon	540-628-5620	K	H
Cycle Concepts	Richmond	804-232-1337	K	
Fredricksburg Motor Sports	Fredericksburg	540-899-9100	K	
Mark IV Honda Suzuki KTM Inc	Wytherville	540-228-3118	K	

WASHINGTON

Bellevue Kawasaki / KTM Inc.	Bellevue	425-641-5040		H
Champion Cycle	Bellingham	360-734-1320	K	
Cliffs Cycle Center	Bremerton	360-377-5568	K	
Condotta's Motorsports Central	Wenatchee	509-665-6686	K	
Cycle Barn Inc.	Lynnwood	425-774-3538		H
Cycle Mart	Olympia	360-493-2277		H
Dave Russell's European Motorcycles	Spokane	509-926-6798	K	
Hinshaw's Motorcycle Store	Auburn	253-939-7164	K	
I-90 Motosports Ltd	Issaquah	425-391-4490	K	
Lynnwood Yamaha / KTM Inc	Lynnwood	425-774-0505	K	
Motocentre	Yakima	509-453-2121	K	H
NW European Cycles	Tacoma	253-531-4688	K	
Pro Caliber, Inc.	Vancouver	360-750-0007	K	
Tri-Cities Cycle Supply	Kennewick	509-582-6718	K	H

WEST VIRGINIA

Blacks Cycle Parts	Parkersburg	304-428-0606	K	
Cycle City, Inc.	Beckley	304-252-7601	K	
Keyser's Sport & Recreation	Maidsville	304-328-4386	K	
Ridersville Cycle	Berkeley Springs	304-258-1449	K	H
Smittys Suzuki KTM Center Inc	Buckhannon	304-472-4824	K	H
Toy Town Racing	Hurricane	304-562-7498	K	

WISCONSIN

Barr's Kaw. / KTM Cycle Center	Madison	608-222-6800	K	
Ecklund Performance Inc	Oshkosh	920-233-3313	K	
Sportland 2, Inc.	Oak Creek	414-764-2800	K	

WYOMING

Elite Motors	Laramie	307-742-4136	K	H

KTM SPORTMOTORCYCLES

(Yam); 3. Gary Willison (Kaw); 4. Mic Rogers (Kaw); 5. Scott McDonnal (Hon).

O/T MSTR B: 1. Lee Johnson (Hon); 2. Bud Lewis (Hon); 3. Randy Schwalenberg (Yam).

World Championship Observed Trials Series Round 1: Spain

Lampkin starts right

By John Dickinson

LLORET DE MAR, SPAIN, MAR. 20-21

Doug Lampkin continued his total domination of World Trials with another masterful display of riding to win both legs of the opening round of the 1999 series, staged in the coastal holiday resort of Lloret de Mar, near Barcelona.

The Beta-mounted number-one rider took the opening fight right to archrival Marc Colomer's doorstep and was barely troubled by what the World number-two rider could offer in the way of opposition.

The trial wasn't staged on the beach, as many had expected, but in the wooded hillsides behind the resort town, where the sections were comprised of rocky climbs, with the boulders interspersed with deep, powdery dust that needed to be dug into usable ruts.

Lampkin was expecting something of a hostile atmosphere, and he got it at the first section, where the observer was making it hard work for everyone, marking instant fives for a sideways jump to enable the final climb to be attacked.

Lampkin and Colomer both used their experience to escape here for one apiece, but Colomer finagled his way out of what was a certain five when he broke the boundary tape and then convinced the observer to give him only a single mark.

Lampkin was unfazed and moved into his natural rhythm, and he was soon eight points ahead of the field. In the typically Spanish dry and grippy conditions, most thought Colomer would put up more of a fight, but he was soon behind fellow Montesa rider Marcel Justribo and under pressure from veteran Amos Bilbao.

The only real problem for Lampkin was going to be time. As usual, a lot of time was wasted during the opening loop, and the top riders balloted to ride at the rear of the field, with World Champion Lampkin right at the back. With around an hour left from the initial 5 1/2 to complete the second loop, it was obviously going to be close, but all the points scorers made it home with the exception of Spanish youngsters Marc Friexa and Albert Cabestany.

Lampkin arrived at the finish with a crushing 19-mark advantage over Justribo, who had upset the Montesa factory riders on his "private" model backed by the Spanish Federation and pushed Colomer back to third.

"It was important to get an early victory in Spain, and the Beta team has worked very hard with me to get the season away to a perfect start," Lampkin said. "I felt strong and had no problems."

As the ruts in the sections had deteriorated, the FIM jury exercised its right to alter five of the sections, and it was expected that the eased hazards would make it harder for Lampkin to have his usual advantage of being much better at the hard stuff than his rivals.

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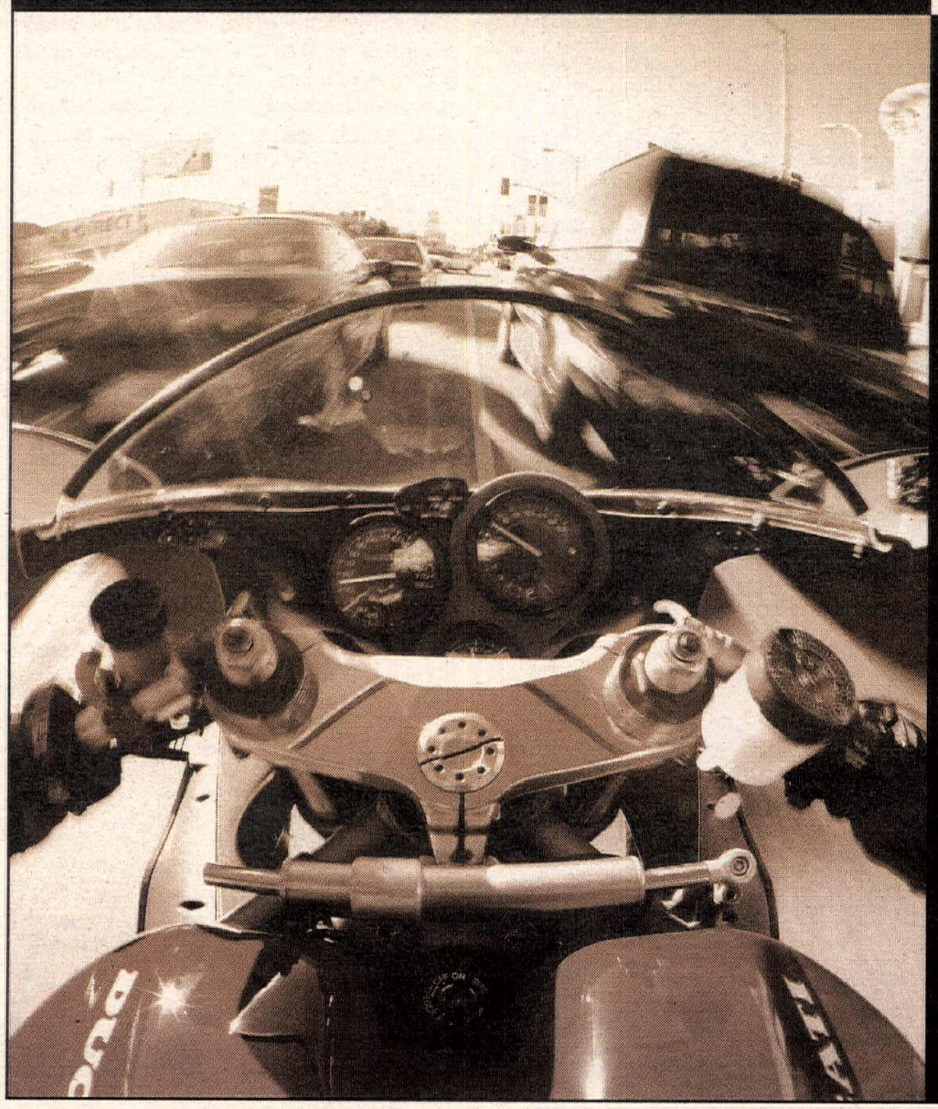

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April 18 Australia, 8pm/ET

AMA SUPERBIKE (LIVE)
April 18 Willow Springs, 5pm/ET
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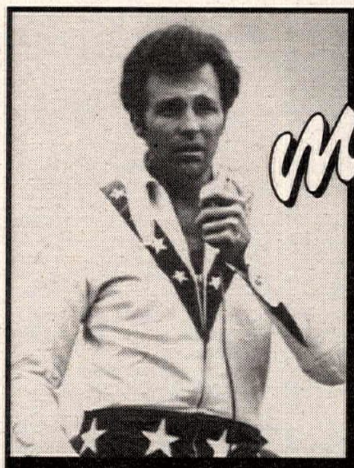

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Sat and Sun
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Del Mar Motorcycle Weekend
• Concours d' Elegance and Motorcycle Expo consumer show
• Vintage Motorcycle Short Track Race
• K&N Filters Del Mar Mile AMA Grand National Championship

Del Mar Fairgrounds

(Above left) Chris Anstead (61), Mark Wagner (395), and 125cc B rider Chad Black (327) head out into the mud for the combined 125cc A/125cc B-class moto at the third round of the U.S. Eastern Spring Motocross series, held at Birch Creek MX. (Above) Bob Zing (39) and Bill Keefe (24) race side by side through the infield of Carlsbad Raceway during 250cc Intermediate action. Zing went on to finish third.

Lampkin started nervously with a terrible three in the second section, but this proved to be a mere wake-up call. Lampkin stormed around the lap, showing virtually perfect concentration and application to drop just eight marks. Colomer had gone to pieces early in the lap, allowing Japanese Honda ace Takahisa Fujinami to overtake him.

"Fujigas" was looking strong, with a lap of 14, as Friexa was putting in a lap of which he could be proud, at 16.

With easier sections and the riders now familiar with the terrain, there was none of the previous day's tardiness, and the contenders at the rear of the field had plenty of time to inspect sections and cut possible mistakes to a minimum.

Lampkin never let up, and his second lap (of six) was upstaged only slightly by Colomer, who just knew he had to regain second if he was not going to end the weekend with a gaping points gap between himself and Lampkin, as the Brit was sitting pretty on a maximum 40 championship points on the weekend.

In the end, Fujinami dropped off the pace and came under pressure from Friexa and Bilbao as the latter made an impressive finish. Justribo surprisingly dropped to sixth after his stunning opening-day second place. **CN**

Spanish World Trial
Lloret de Mar, Spain
Results: March 20-21, 1999 (Round 1 of 10)

DAY ONE: 1. Doug Lampkin (Bet); 2. Marcel Justribo (Mon); 3. Marc Colomer (Mon); 4. Amos Bilbao (Mon); 5. Takahisa Fujinami (Hon); 6. Marc Friexa (G-G); 7. Graham Jarvis (Sco); 8. Bruno Camozzi (G-G); 9. Albert Cabestany (G-G); 10. Diego Bosis (Mon).

DAY TWO: 1. Doug Lampkin (Bet); 2. Marc Colomer (Mon); 3. Takahisa Fujinami (Hon); 4. Marc Friexa (G-G); 5. Amos Bilbao (Mon); 6. Marcel Justribo (Mon); 7. Graham Jarvis (Sco); 8. Albert Cabestany (G-G); 9. Bruno Camozzi (G-G); 10. Adam Raga (G-G).

SVCC awards banquet

By Brad Letcher

SIOUX FALLS, SD, MAR. 13

The Sioux Valley Cycle Club in Sioux Falls, South Dakota, held its annual awards banquet to honor the class winners in the past year's Short Track, Ice Racing and Hare Scrambles series. As everyone finished polishing off their plates, the awards started flowing.

Announcer Mike Johnson first awarded Sharon Brugger with an achievement award for her continuing work and support of all the racing SVCC provides. Always ready to lend support, Brugger is well-deserving of the award.

The recent Ice Racing season championship awards were the first to be handed out. The Open Motorcycle-class championship went to Keith Nelson, over Chris Schoencock.

The top three riders in the Short Track series received large trophies and shirts with the points standings printed on the back as a sign of their accomplishments. Ryan Deighton took top honors in the Mini A 80cc and Small Engine classes. The top Mini Mini 50cc-class rider was Alex Jorgensen, and crowd favorite Tony Bissel became the new Mini Mini 60cc point champion after finishing third last year. Palace Motosports owner Scott Studer was the top combined A racer of the year. Studer took the championship in the 250cc A class, as well as second in the Open A TT and third in the Open A class. Chuck Beving, who was not present due to his trip to Daytona, took the Open A championship by one point over Dennis Melcher.

The most hotly contested series was definitely the Open A TT class. The class had several different winners and side-by-side battles from the first green flag to the final checkered flag. Chad Johnson took the title over Scott Studer with a win on the final night of racing. Greg Dougherty took third for the year after riding everything from a KX80 to a borrowed YZ400.

Results

Short Track

MINI 50: 1. Alex Jorgensen (Hon); 2. Luke Lambrecht (Suz); 3. Anthony Bauer (Kaw); 4. Brady Reinke (Hon); 5. Riley Johnson (Suz).

MINI 60: 1. Tony Bissell (Kaw); 2. Jacob Ahl (Kaw); 3. Caleb Sullivan (Kaw); 4. Jesse Frost (Yam); 5. Colton Trende (Kaw).

MINI 80: 1. Ryan Deighton (Hon); 2. Tony Bissell (Kaw); 3. Robert Thompson (Kaw); 4. Caleb Sullivan (Kaw); 5. Jacob Ahl (Kaw).

SM ENG: 1. Ryan Deighton (Hon); 2. Danielle Beving (Kaw); 3. Nick Feist (Yam); 4. Devin Wenz (Suz); 5. Willie Broten (Yam).

250 A: 1. Scott Studer (Yam); 2. Roger Wasson (Kaw); 3. Rick Dougherty (Hon); 4. Shannon Frewaldt; 5. Willie Broten (Kaw).

OPEN A TT: 1. Chad Johnson (Yam); 2. Scott Studer (Yam); 3. Greg Dougherty (Kaw); 4. Kevin Lemckso (Yam); 5. Scott Marsh (Hon).

OPEN A: 1. Chuck Beving (Hon); 2. Dennis Melcher; 3. Scott Studer (Yam); 4. Charlie Langland (Duc); 5. Rick Dougherty (Hon).

250 PRO: 1. Sheldon Wenz (Suz); 2. Dusty Faulds (Hon); 3. Brad Letcher (Hon); 4. C.J. Beving (Kaw); 5. Verlon Langland (Hon).

OPEN PRO TT: 1. Dusty Faulds (Hon); 2. Brad Letcher (Hon); 3. Mike Johnson (Yam); 4. Verlon Langland (Hon); 5. Verdeen Langland (Hon).

OPEN PRO: 1. Sheldon Wenz (Suz); 2. Dusty Faulds (Hon); 3. C.J. Beving (Hon) 4. Pete Tapkin (Hon); 5. Bob Anderson (Hon).

Hare Scrambles

MINI: 1. Nick Wilkinson; 2. Nick Hartig; 3. Brian Steinhoff.

125: 1. Jared Velgersdyke; 2. Erick Walker; 3. Bryan Hillman.

BMBR: 1. Chad Davis; 2. Joe Kinley; 3. Adam Kaltrud.

OPEN: 1. Curt Ringenberg; 2. Jed Quale; 3. Wade Peska.

250: 1. Dan Sportel; 2. Seth Quale; 3. Mike Hacecky.

4-STRK: 1. Joel Strecker; 2. Paul Brugeman; 3. Kaye Brugger.

VET: 1. Steve Berkner; 2. Steve Fiegen; 3. Mike Heinrich.

SR: 1. Randy Rothlisberger; 2. Morley Rogers; 3. Paul Stoffel.

A: 1. Kevin Van Engelenhoven; 2. Scott Velgersdyke; 3. Troy Sauers.

Ice Races

MINI 80: 1. Nick Laddusaw (Yam); 2. Ryan Deighton (Hon); 3. Tony Bissell (Kaw); 4. Derik Laddusaw (Kaw); 5. Taylor Bissell (Kaw).

OPEN: 1. Keith Nelson; 2. Chris Schoencock; 3. Roger Wasson (Yam); 4. Pete Tapkin (Hon).

Newton grabs muddy win at Birch Creek Motocross

By Jay Hauser

DANVILLE, VA, MAR. 14

The opening round of the season at Birch Creek Motorsports' facilities turned into a cold, nasty, rain-plagued event. One big bonus for those who braved the awful conditions was the fact that they were able to nab some very valuable points, since the event was round three of the U.S. Eastern Spring Motocross Series.

As conditions worsened, Tri-City Yamaha's Chad Newton just seemed to skate over the slippery terrain as he washed out both the 125cc A and 250cc A classes with relative ease. The day's format was cut to one moto, and Newton and the gang had a pretty good track on which to run in the 125cc A race. YZ-mounted Chris Anstead and Mike Martin gave Newton a run for a while. The early going of the moto saw the trio stay close, but Newton proved to be a superior rider in the wet conditions. Anstead fought off Martin for second. Shane Templeton and Mark Wagner rounded out the top five.

Newton put in the same muddy performance in the 250cc A-class moto, while Martin and Anstead went at it again, only this time Martin took the runner-up spot.

In the slick conditions, it was more than tough for the small-wheeled 50cc bikes to get around the track, but a few young kids were whipping it up. KTM-mounted Ryan Smith did not let the tricky conditions shake him up a bit. Smith reeled off a perfect ride as bikes were stuck and slipping around all over the place. Smith took a well-deserved moto win over Cobra rider Kyle Fitzwater.

Smith backed up his 50cc win with a strong ride in the longest moto of the day, the 60cc (7-9) contest. The class was run about the middle of the race schedule, so conditions were pretty bad for most, but local mini ace Brad Haar took an exhausting moto win over the mud man, Smith. Tough young lady Samantha Farr grabbed third. Jarrod Atkinson and Melvin Clamp survived the moto to round out the top five.

District 13 regular Dustin Canty proved that hard work really does pay off. Despite the bad conditions, Canty took his first overall in the Super Mini class, over Ryan Linville and Tobin Farr. Canty came back to secure a fifth in the competitive Schoolboy class as well.

Results

50 (4-6): 1. Ryan Zimmer (Cob); 2. Jacob Marshall (KTM).

50 (7-8): 1. Ryan Smith (KTM); 2. Kyle Fitzwater (KTM); 3. Travis Poole (Cob); 4. Alex Sari (Cob).

60 (7-9): 1. Brad Haar (Kaw); 2. Ryan Smith (KTM); 3. Samantha Farr (KTM); 3. Jarrod Atkinson (Kaw); 5. Melvin Clamp (Kaw).

60 (10-11): 1. R. Fitzwater (Kaw); 2. James Clamp (Kaw); 3. Earl Sari (Kaw).

80 (7-11): 1. Jeb Gaskill (Hon); 2. Casey Taylor (Suz); 3. Lucas Bauer (Kaw); 2. William Table (Kaw).

80 (12-13) 1. Sam Fitzwater (Kaw); 2. Tobin Farr (Yam); 3. Ryan Linville (Yam); 4. David Bauer (Kaw).

80 D: 1. Jason Pope (Suz); 2. Travis Tate (Hon).

S/MINI: 1. Dustin Canty (Kaw); 2. Ryan Linville (Yam); 3. Tobin Farr (Yam).

SCHBY: 1. James Barnes (Suz); 2. Michael Brian (Suz); 3. Aaron Rock (Suz); 4. Brandon Watson (Yam); 5. Dustin Canty (Kaw).

125 A: 1. Chad Newton (Yam); 2. Chris Anstead (Yam); 3. Mike Martin (Yam); 4. Shane Templeton (Suz); 5. Mark Wagner (Yam).

125 B: 1. Eric Cox (Yam); 2. Chad Black (Suz).

125 C: 1. Robbie Poole (Hon); 2. Bryan Sutherland (Yam); 3. Brandon Watson (Yam); 4. Dale Smith (Hon); 5. Samuel Wollard (Suz).

125 D: 1. Eric Tate (Hon); 2. Travis Stewart (Suz); 3. Tim Bailey (Suz); 4. Adam Smith (Suz); 5. Brian Tate (Hon).

250 A: 1. Chad Newton (Yam); 2. Mike Martin (Yam); 3. Chris Anstead (Yam); 4. Shane Templeton (Suz); 5. Scott Shipley (Yam).

250 B: 1. Rick Nelan (Kaw).

250 C: 1. Anthony Pennisi (Hon); 2. Brad Porterfield (Suz); 3. Scott Dineen (Suz); 4. Scott Campbell (Hon); 5. Gerard Wingfield (Yam).

250 D: 1. Robert Ebe (Hon); 2. Ron McFadden (Kaw).

25+ A: 1. Mike Martin (Yam); 2. Scott Shipley (Yam); 3. James Morris (Yam); 4. Sean Rakes (Yam).

25+ C/D: 1. Anthony Pennisi (Hon); 2. Brad Porterfield (Suz); 3. Mike Miller (Hon); 4. Robert Ebe (Hon); 5. Mike Ehrenzeller (Hon).

30+ A: 1. Scott Shipley (Yam); 2. Mark Hill (Hon); 3. James Morris (Yam); 4. Todd Marshall (Hon).

30+ B/C: 1. Tyler Webb (Kaw); 2. Jim Ley (Kaw); 3. Van Cran (Hon); 4. Rick Nelan (Kaw); 5. Kenneth Brown (Yam).

35+: 1. Jim Ley (Kaw); 2. Jay Hauser (Yam).

40+: 1. Auman Parrish (Hon); 2. Joseph Ogle (Suz); 3. Charles Spelts (Yam).

OPEN 4-STRK: 1. George Stanton (Yam); 2. Kenneth Brown (Yam); 3. Derek Huzzy (Yam); 4. Bruce Lawson (Hon); 5. Jay Hauser (Yam).

U/L: 1. Eric Cox (Yam); 2. Samuel Wollard (Suz).

Clement capitalizes at Carlsbad Motocross

By Kirk Chandler

CARLSBAD, CA, FEB. 27

In a gate full of fierce competitors, D.R. Clement used strong, consistent riding to maneuver his TM250 into the lead and take the overall victory in the 250cc Intermediate class at Carlsbad Raceway.

When the gate dropped for moto number one, it was Bob Zing Jr. taking the holeshot, followed by Troy Lee, Bill Keefe and Josh Eder. Keefe was the first to make a move, passing Lee on the back section of the track. As the pack jumped off the ledge, the running order was Zing, Keefe, Lee, Tim Theodore and Clement. Keefe decided to break from the follow-the-leader game and made his pass on Zing at the top of the uphill. Lee, seeing the urgency to pass Zing, made a gutsy outside pass in Rattlesnake Gulch. The leaders began to pull away from the rest of the pack, gaining a three-second margin over Theodore, who was running fourth in the pack.

Things changed drastically when Lee went down hard on the uphill, knocking himself out of the race with a very bent set of handlebars. The battle was on between Keefe and Zing for the lead, while simultaneously a battle for third was brewing between Clement and a hard-charging Josh Tupa. Clement eventually took third.

Meanwhile, Zing grabbed a handful of throttle and passed Zing on his way to the first-moto win. Keefe finished second, followed by Clement and Tupa.

When the pack of 250cc riders rocketed their way to the first turn, it was Dan Dilley who grabbed the holeshot, followed by Zing, Keefe and Clement. Zing wasted little time in passing for the lead, and Keefe followed suit. The battle for the top spot continued, with Zing and Keefe going at it tooth and nail. Keefe made the pass and was then hounded by Zing until the counterpass was made two laps later.

Keefe began to tire as Zing started to pull away. Clement and Tupa were at it again, but this time they were attempting to pass Dilley, who was holding up the two competitors. When the white flag came out, the action heated up in a hurry. Zing and the rest of the pack had caught some of the riders from the first gate and were attempting to bypass the lappers. Heading full throttle into the Horseshoe, Zing attempted a risky pass on one of the riders, who had already made his pivot on the corner. Zing plowed right into the unsuspecting rider, sending both riders to the ground with their bikes entangled. As the two riders were separating their bikes, Keefe, Clement and Tupa went all-out for the moto win. Clement made the pass on Keefe and took the moto win and overall. Keefe was second, followed by Tupa. Zing was the last rider across the finish line and ended up third on the day.

Results

80 NOV: 1. Tyler Keefe (Yam); 2. Michael Cleveland (Hon).

125 BEG: 1. Mike Ryder (Yam); 2. Chris Marino (Yam); 3. Jay Roslington (Yam).

125 NOV: 1. Kirk Barnett (Yam); 2. Jeff Morrow (Yam); 3. Adam Fichtelman (Yam).

125 INT: 1. Josh Tupa (Yam).
250 BEG: 1. Rob Guzzo (Yam); 2. Darrel Wood (Yam); 3. Maki Ushiroyama (Hon).
250 NOV: 1. Kirk Chandler (Hon); 2. Jeff Lysdale (Kaw); 3. Wes Morgan (Hon).
250 INT: 1. D.R. Clement (TM); 2. Josh Tupa (Yam); 3. Bob Zing Jr. (Suz).
OPEN NOV: 1. Sal Demaria (Yam); 2. Steve Holtman (Yam).
VET 30+ BEG: 1. Jay Roslington (Yam); 2. Paul Terry (Yam); 3. Ian Black (Hon).
VET 30+ NOV: 1. Arnold Swartchenegger (Yam); 2. Kimo Burnham (Kaw); 3. Dan Lockwood (Yam).
VET 30+ INT: 1. Bill Keefe (Yam); 2. Sandy Loutlit (Hon); 3. Tim Theodore (Yam).
VET 30+ EX: 1. James DeRidder (Yam); 2. David Jennings (Hon); 3. Vic Walker (Yam).
VET 40+ NOV: 1. Jim Myerson (Yam); 2. John Clemens (Yam).
VET 40+ INT: 1. Pat Hawley (Suz); 2. Rod Hendrickson (Yam); 3. Brad Cutcott (Kaw).
VET 40+ MSTR: 1. Tim Marsh (Yam); 2. Daniel Davalos (Suz); 3. Craig Infield (Hon).
VET 40+ EX: 1. Rob Wilshire (Hon); 2. Alan McDonald (Hon).
VET 50+ NOV: 1. Ed Rodzach (Yam); 2. Phil Blackburn (KTM).
VET 50+ MSTR: 1. Dave Jacobus (Yam); 2. Chuck Rouse (Yam).
VET 50+ INT: 1. Dennis Rosenburg (Yam); 2. Phil Blackburn (KTM); 3. Clive Cheffins (Kaw).
4-STRK/BMBR EX: 1. Thomas Englehardt (Yam); 2. Hootie Davis (Hon).
WMN NOV: 1. Lisa Sher (Kaw); 2. Tiffany Holtman (Kaw); 3. Sharlin Humphreys (Yam).

Tarantino pulps Barona Oaks

By Homer Eubanks

RAMONA, CA, MAR. 21

A total of 320 riders lined the gate at Barona Oaks Raceway in what was just the second of a 21-race series. The spring weather drew a huge number of spectators. Those in attendance enjoyed a wide variety of motocross action ranging from Pros to Pee Wee Beginners and including a healthy field of Veteran riders.

Josh Tarantino chipped away at the competition to take home the 250cc Pro purse in an event full of surprises. In moto one, Angelo Ingrande brought his Suzuki around turn one first, with Todd Mitchell, Tarantino and Lars Larsson trailing. Just before the second lap, Ingrande dropped his Suzuki, giving the lead to Mitchell. Tarantino also found little traction and found himself brushing off the red Barona Oaks clay. The crash put Larsson in second until lap four, when he cut inside Mitchell for the lead. Tarantino was able to get back in the thick of the battle late in the race and take the second spot from Mitchell.

Before Tarantino could get settled in, Mitchell came back on the following lap and retook the position. At the checkered flag, it was Lars Larsson first, followed by Mitchell, Tarantino and Ingrande.

The second moto seemed like it would be a repeat of the first moto. Ingrande shot out of the gate and into turn one first. Tarantino grabbed the second spot, and Mitchell was ahead of Larsson. Tarantino put a charge on Ingrande, and as they elbowed one another for most of the lap, the two racers kept the spectators on the edge of their seats. Ingrande held the position during this battle, but when the next wave hit, Ingrande saw Tarantino cut inside for the lead. Tarantino took the lead just as a bee found its way into Ingrande's helmet, stinging him on the cheek. Ingrande lost the purse to Tarantino, but the bee paid the ultimate price: It was found crumpled up in Ingrande's helmet.

Todd Mitchell earned second overall, with Lars Larsson taking third.

Results

INTRO TO MX: 1. Travis Freistat (KTM); 2. Billy Brubaker (KTM); 3. Scott O'Conner (Yam); 4. Tyler Herrmann (Cob); 5. Justin Morgan (KTM).
P/W F/T: 1. Julie Goetz (Yam); 2. Fuller Reis (KTM); 3. Hailey Garner (KTM); 4. Shane Hansen (Yam); 5. Daniel Overton (Yam).
P/W MOD (0-6): 1. Casey Harris (KTM); 2. Dakota Garner (Cob).
P/W STK (0-6): 1. Dakota Garner (Cob); 2. Austin Ballard (Cob); 3. Cody Trotter (Cob); 4. Dylan Schmoke (KTM); 5. Kyle Corfman (KTM).
P/W STK (7-8): 1. Trevor Ries (Cob); 2. Christopher Lounsbury (Cob); 3. Steven Baquial (KTM); 4. Kristopher Chambers (Cob); 5. Cameron Corfman (KTM).
P/W MOD (7-8): 1. Kristopher Chambers (Cob).
JR CYCLE: 1. A.J. Williams (Kaw); 2. Curtis Frost (Kaw); 3. Cameron Corfman (KTM); 4. Ryan Mallon (Kaw); 5. Anthony Quinteno (Kaw).
60 STK (7-11): 1. Brad Masters (Kaw); 2. Bradley Baquial (Kaw); 3. Cody Seevers (Kaw); 4. Nolan Shultz (Kaw); 5. Michael Hall (Kaw).
80 BEG: 1. Kris DeLeon (Hon); 2. Matthew Adams (Hon); 3. Dennis Van Atin (Yam); 4. Carlos Adame (Hon); 5. Steven Cerda (Yam).
80 NOV: 1. Shaun Connelly (Yam); 2. Joey Navarro (Kaw); 3. Justin Herrmann (Yam); 4. Bobby Romero (Yam); 5. Brandon Ellingsen (Hon).
80 INT: 1. Josh Navarro (Kaw); 2. David Myers (Hon); 3. Cas Swift (Suz).
80 STK (7-11): 1. Brad Masters (Kaw); 2. Marc Abernathy (Hon); 3. Weston Peick (Yam); 4. Anthony Charette (Yam); 5. Chase Takacs (Yam).
S/MINI: 1. Josh Navarro (Kaw); 2. David Myers (Hon); 3. Joey Navarro (Kaw); 4. Shaun Connelly (Yam); 5. Cas Swift (Suz).
125 BEG: 1. Ryan Landstrom (Yam); 2. Dan DeWall (Suz); 3. Mike Martin (Yam); 4. Ryan Pitchford (Kaw); 5. Steven Mann (Yam).
125 NOV: 1. Brandon Hamlett (Yam); 2. Peter Scully (Yam); 3. Chad Clabaugh (Yam); 4. Travis Connelly (Suz); 5. Chris Livingston (Yam).
125 INT: 1. Jake Elkins (Yam); 2. Derek Chase (Yam); 3. Matt Condon (Yam).

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(Left) Dustin Lenaburg (162) leads Sean Connaghan (124) and Justin Homan at the start of the 250cc Pro class in Madras, Oregon.
(Right) Luciano Quintanilla swept the 125cc and 250cc Novice classes during CRC race action at Los Angeles County Raceway.

125 (12-15): 1. Steven Houghelstine (Yam); 2. Clinton Pierce (Suz); 3. Ryan Landstrom (Yam); 4. Gary Motshagen (Yam); 5. Neal DeGarmo (Yam).

125 (16-25): 1. Matt Condon (Yam); 2. Travis Frink (Kaw); 3. Jake Elkins (Yam); 4. Derek Chase (Yam); 5. Josh Floyd (Hon).

250 BEG: 1. Eric Elson (Yam); 2. Jason McDermott (Hon); 3. Jimmy Hicks (Hon); 4. Jason Boucher (Kaw); 5. Peter Alesi (Yam).

250 NOV: 1. Josh Williams (Hon); 2. Peter Leo (Suz); 3. Jon Meyers (Kaw); 4. Joaquin Candia (Yam); 5. Kyle Bentley (Yam).

OPEN: 1. Lars Larsson; 2. Kiel Mattsson (Hon); 3. Peter Scully (Yam); 4. Joaquin Candia (Yam); 5. Kevin Yost (Yam).

VET BEG: 1. Frank Eblen (Yam); 2. Chris Borst (Kaw); 3. Dean Herrera (Suz); 4. Ron Adams (Yam); 5. John Cox (Yam).

VET NOV: 1. Bob Arthur (Yam); 2. Danny Deringhusband (Yam); 3. Ken Lurcook (Suz); 4. Rod Landry (Yam); 5. T.C. Brinegar (Hon).

VET INT: 1. Greg Meyers (Kaw); 2. Chris Swift (Yam); 3. Lance Garza (Yam); 4. James Zomerdyke (Kaw); 5. Chris Carpenter (Yam).

VET EX: 1. Robby Mueller (Suz).

250 EX: 1. Lars Larsson (Hon); 2. Todd Mitchell (Suz).

250 PRO: 1. Josh Tarantino (Suz); 2. Todd Mitchell (Suz); 3. Lars Larsson (Hon); 4. Angelo Ingrande (Suz).

Lenaburg takes two at Willow Creek

By Clay Light

MADRAS, OR, MAR. 21

Suzuki-mounted Dustin Lenaburg was the top rider in the Pro ranks after he won two classes at the opening of Oregon's newest race track, Willow Creek Motocross Park.

Hillsboro Suzuki/Troy Lee/House of Horsepower-backed Lenaburg earned victories on the muddy track in the 125cc and 250cc Pro classes, beating Justin Homan. Homan, the local favorite, pushed Lenaburg in the second sets of motos, but Lenaburg held off all of Homan's challenges to finalize his sweep.

Yamaha-mounted Eric Roth darted to the front of the pack at the start of the first combined 125cc Pro/Intermediate contest, followed by another Intermediate, KTM-mounted Will Wallace. Both Lenaburg and Homan got pinched off coming into turn one, but they recovered quickly enough to run third and fourth at the end of lap one. The Pro duo then relegated both Intermediate riders to third and fourth, although it was Wallace finishing third to the long-gone Lenaburg and Homan.

Lenaburg shot ahead of the field in moto two, but he crashed early on in lap one, allowing Wallace to steal the lead over Homan. Wallace's lead lasted for less than a lap as Lenaburg forged ahead of both Wallace and Homan. From that point, Lenaburg led for the duration, despite Homan's advances. At the finish, it was Lenaburg, followed by Homan and then Wallace, who finished first in the Intermediate class as well. Suzuki rider Raym Conkey and Roth rounded out the top Intermediate finishers.

Lenaburg led Homan and Honda-mounted Josh Bispo in the first 250cc Pro/Intermediate contest, but it was Lenaburg picking up a win by a six-second margin over Homan and Suzuki rider Jon Kauffman. Kauffman nailed the start of moto two, but both Lenaburg and Homan quickly dumped Kauffman to third in a heated exchange for the lead. Lenaburg then gained control after Homan tangled with a lapped rider. Meanwhile, Kauffman scored the overall Intermediate win ahead of Kawasaki riders Jason Parks and Sean Connaghan. The third Pro rider in the field was Ryan Hageman, who experienced handling problems with his YZ.

Yamaha-mounted Taunie Stites scored the overall win in the Women's class. Trailing Kim Reginer in moto one and then Ashley Cheney in moto two, Stites clinched the win with her 2-2 moto finishes. Nicole Sprague finished second overall, ahead of Cheney.

Kawasaki rider Jerry Ebert outrode the competition in the Over 40 class, making a perfect sweep of the class. Honda-mounted Dan Kauffman finished second, ahead of former AMA National Four-Stroke Champion Rod Kentner.

Results

P/W: 1. Travis Quisenberry; 2. Kip Olkowski; 3. Cory Evans.

60: 1. Jared Wood, 2. Rhett Johnson; 3. Kevin Vickerman.

80 JR: 1. Warren Reginer; 2. Zach Dinsdale.

80 NOV: 1. Travis McMackin; 2. Jesse Smith; 3. Andy Holmes.

S/MIN1: 1. Zach Dinsdale; 2. Warren Reginer; 3. Maury Berry.

125 NOV: 1. T.J. Moschetti; 2. Jesse Smith; 3. Brian Meirotto.

125 JR: 1. Travis Ceniga; 2. Steve Miller; 3. Jesse Lutz.

125 INT: 1. Will Wallace; 2. Raym Conkey; 3. Eric Roth.

125 PRO: 1. Dustin Lenaburg; 2. Justin Homan; 3. Ryan Hageman.

250 NOV: 1. Josh Blessing; 2. Travis Stealey; 3. Brandon Bernard.

250 INT: 1. Jon Kauffman; 2. Jason Parks; 3. Sean Connaghan.

250 PRO: 1. Dustin Lenaburg; 2. Justin Homan; 3. Ryan Hageman.

OPEN: 1. Jon Kauffman; 2. Chase Major; 3. Will Wallace.

40+: 1. Jerry Ebert; 2. Dan Kauffman; 3,. Rod Kentner.

WMN: 1. Taunie Stites; 2. Nicole Sprague; 3. Ashley Cheney.

Ayers annihilates Jean HS

By Eliot Fisher

JEAN, NV, MAR. 13

Cory Ayers put in one of the best rides of his life at the Wild Bunch "Two Wild" Hare Scrambles.

The Wild Bunch laid out the event as a two-part Hare Scrambles. Two separate races were run by all riders; then their times were combined to find the winner. Both loops were right up Ayers' alley, because he rides in the area on a regular basis and was able to take full advantage of his familiarity with the terrain.

Ayers took to the course with ease. The live-engine, hand-on-helmet-style start did not agree with Ayers, however, as Glenn Taylor got better starts both times. In both races, Ayers caught Taylor pretty quickly, along with Yamaha-mounted Paul Harbauer. Ayers took the Over 30 Expert class win and had the second-fastest time overall. In the end, Ayers held a comfortable lead over second-place finisher Taylor and Earl Desiderio.

Expert riders got to run on the tighter and shorter upper course first. KTM rider Nate Pearson pulled the holeshot in the first moto and immediately went out and smashed his pipe almost shut. It slowed him down a bit and made for a loud bike. Ben Williams was able to capitalize on Pearson's problem and led the first race all the way up to the last couple of miles, when the oldest Pearson brother was able to take back the lead.

The combination of dust and rocks kept the rest of the pack in line. Second-moto winner John Steele went backward from third overall in the first race to sixth, but he made up for it later in the second race.

"Everything just came together in that race," said Steele. "I fell on the uphill but got going without losing a position."

Meanwhile, Pearson kept close enough to Steele to take the 250cc-class win.

Results

50 EX: 1. Pierce Wirthlin; 2. Jared Wadsworth; 3. Justin Wallis.

50 AM: 1. Jeremy Pervisees; 2. Krista O'Hara; 3. Robert Campbell.

50 NOV: 1. Trevor Royer; 2. Tommy Williams; 3. Tyler Wadsworth; 4. Gregory Tucker.

60 EX: 1. Cory Ayers Jr.; 2. Michael Strong; 3. Cody Wallis.

60 NOV: 1. Darin Anderson; 2. Robert Kemple III; 3. Curtis Bradley.

80 EX: 1. Kyle Kischer; 2. Travis Pearson.

80 AM: 1. Michael Williams; 2. Kyle Gibson; 3. Garrett Saye.

80 NOV: 1. Zach Gosnell; 2. Jon Martinez; 3. Jessie Canapa; 4. Kyle Cox.

125 EX: 1. Robert Marshall; 2. Kellon Walsh; 3. Matt Cummings.

125 AM: 1. Brian Sullivan; 2. Justin Harelson; 3. Frank Church.

125 NOV: 1. Mitch McVicars; 2. Adam Toici; 3. Justin Royce; 4. Garnet Saye.

250 EX: 1. Nate Pearson; 2. John Steele; 3. Bryan Martin; 4. Ronnie Courturier.

250 AM: 1. Kenny Courturier; 2. Paul Frieze, 3. Trent Sandoval; 4. Kevin Wilson.

250 NOV: 1. Gary Boettcher; 2. Luke Baca; 3. Jeff Beck; 4. Ruben Baldago.

OPEN EX: 1. Aaron Huntington; 2. Scott Morris; 3. Jason St. John; 4. Matt Gosnell.

OPEN AM: 1. Tyler Skeary; 2. Ron Menchen; 3. Richard Purvines.

OPEN NOV: 1. Francis Zanoth; 2. Todd Bauman; 3. Terry Maistas.

4-STRK EX: 1. Shane Leavitt; 2. Troy Fitch; 3. Craig Huffer, 4. Joey Meyers.

4-STRK AM: 1. Randy Marshall; 2. Derek Zaide.

4-STRK NOV: 1. Mark Balentine; 2. Thomas Fransczah; 3. Gregory Ashley; 4. Scott Atkinson.

30+ EX: 1. Cory Ayers; 2. Glenn Taylor; 3. Earl Desiderio; 4. Paul Harbauer.

30+ AM: 1. Chris Poplowski; 2. Daron Rudd; 3. Tim Crain; 4. Curtis Moon.

30+ NOV: 1. Jason Warren; 2. Dan Bender; 3. Craig Niebruegge; 4. Robert Chavez.

35+ EX: 1. Chuck Sun; 2. Jeff Phillips; 3. Bill O'Hara; 4. Roger Berriman.

35+ AM: 1. Ross Williams; 2. Don Tossing; 3. Phil Johnson; 4. Donnie Toti.

35+ NOV: 1. Greg Yoder; 2. Mark Marczak; 3. Robin Brosn.

40+ EX: 1. Jimmy Jamison; 2. Nick Tanner; 3. Billy Stapp.

40+ AM: 1. George Young; 2. Jeff Landers; 3. Jodi Rici; 4. John VanHoove.

40+ NOV: 1. Tom Alford; 2. Vernon Watson; 3. Mark Turner.

Quintanilla quickest at LACR MX

By Greg Robertson

PALMDALE, CA, MAR. 21

Luciano Quintanilla had a stellar day at Los Angeles County Raceway, winning four straight motos to claim overall wins in both the 125cc and 250cc Novice classes during California Racing Club's Sunday motocross.

Quintanilla started off his day with the first 125cc Novice moto holeshot, over Cliff Jennings and Neil Chisholm. By lap three, Quintanilla had a commanding lead and was willing to let everyone else fight over second place. Andres Quintanilla charged his way up from a near-last-place start to finish in second, ahead of Jennings and Shaun Trabert.

Luciano Quintanilla put his YZ125 into the top spot on the opening lap of the second moto and continued on uncontested for the win. Andres Quintanilla got a much better start this time out but ended up with the same result - a second-place finish - and second overall. Trabert came across in third a safe distance ahead of Steve Harbison to lock up third overall with a 4-3 day.

Things were not much different for Luciano Quintanilla in the 250cc Novice class. He went wire to wire for the first-moto win and then returned to get around a fast-starting Ole Henden by lap two of the second moto and pull away for a sweep of the class. Henden took a pair of second-place finishes, over Chisholm.

Bryce Huffman was clearly the fastest 60cc (9-11) rider on the day, turning a pair of good starts into convincing wins. Preston Lundin and Douglas Carter argued over second place, with Lundin putting a last-lap pass on Carter in the second moto to earn the runner-up trophy. Timmy Ritzler's 5-4 edged out Daniel Del Toro Lundin's 4-5 for fourth overall.

It was not even close in the 60cc Beginner class, as Corey Bernatz ran away with both moto wins on his KX60, passing half the faster 9- to 11-year-old riders in the process. Ken Slater Jr. was a lonely second in both rounds, well ahead of Charlie McGowan, Clay DePerna and Josh Kahler.

Results

P/W YAM BEG: 1. Kyle Prince (Yam); 2. Cole DePerna (Yam); 3. Eric Kahler (Yam); 4. Panos Bravos (Yam); 5. Devin Wilson (Yam).

P/W YAM ADV: 1. Sean Robison (Yam).

P/W BEG: 1. Casey Russell Bernatz (KTM); 2. Chandler Quimette (KTM).

P/W ADV: 1. Christopher Patterson (KTM); 2. Christian Harding (HM).

P/W 80: 1. Bobby Edwards (Yam).

S/P/W (4-6): 1. Keith Robinson (Cob).

S/P/W (7-9): 1. Corey Ray Bernatz (KTM); 2. Cale Summerford (KTM); 3. Corey Talbert (Cob).

60 BEG: 1. Corey Bernatz (Kaw); 2. Ken Slater Jr. (KTM); 3. Charlie McGowen (Kaw); 4. Clay DePerna (Kaw); 5. Joshua Kahler (Hon).

60 (9-11): 1. Bryce Huffman (Kaw); 2. Preston Lundin (Kaw); 3. Douglas Carter (Kaw); 4. Timmy Ritzler (Kaw); 5. Daniel Del Toro Lundin (Kaw).

80 BEG: 1. Bobby Heese (Yam); 2. Tamara Neitzel; 3. Grant Phillips (Suz).

80 (7-11): 1. Dave Carter (Kaw); 2. Randall Hall (Kaw); 3. Garrett Norr (Suz); 4. Matt Elliott (Hon).

80 (12-13): 1. Anthony Barbacovi (Yam); 2. Darin Chisholm (Yam); 3. Dustin Nowak (Yam).

80 (14-16): 1. Chris Norr (Hon); 2. Robert Clark (Yam); 3. Casey Dean (Suz).

125 BEG: 1. Shane Metter (Kaw); 2. Brian Kranz (Yam); 3. Myan Spaccarelli (Yam); 4. Brad Goolsby (Yam); 5. Brian Enciso (Hon).

125 NOV: 1. Luciano Quintanilla (Yam); 2. Andres Quintanilla (Yam); 3. Shaun Trabert (Kaw); 4. Steve Harbison (Suz); 5. Cliff Jennings (Yam).

125 INT: 1. Chris Tocco (Yam); 2. Nick McBride (Hon).

250 BEG: 1. Cody Metter (Kaw); 2. Flemming Larson (Kaw); 3. Brian Gregory (Hon); 4. Brian Adams (Suz); 5. Bryan Ward (Yam).

250 NOV: 1. Luciano Quintanilla (Yam); 2. Ole Henden (Yam); 3. Neil Chisholm (Hon).

250 INT: 1. Nick Mairose (Suz); 2. Jimmy Roberts (Hon); 3. Kenny Terracciano (Yam); 4. Chris Reed (Kaw); 5. Colby Begin (Hon).

250 PRO: 1. Dustin Evans (Hon); 2. D.J. Sweany (Yam).

500 PRO: 1. Edwardo Flippo (Hon); 2. Norm Schiel (Hon).

JR VET BEG: 1. Troy Robinson (Hon); 2. Craig McCormick (Kaw).

JR VET NOV: 1. Gabi Abayou (Hon).

JR VET INT: 1. Chris Reed (Kaw).

VET BEG: 1. Scott Wilbanks (Suz).

VET NOV: 1. Greg Martinez (Hon); 2. Rob Enriquez (Yam); 3. Grant Moore Sr. (Hon); 4. Ray Ritzler (Kaw); 5. Marc Prince (Yam).

VET INT: 1. Vincent Baioni (Hon); 2. Mike Licitra (Kaw); 3. Leo Saul (Yam).

VET EX-PRO: 1. Jimmy Roberts (Hon); 2. Troy Welty (Suz).
SR NOV: 1. Ken Slater Sr. (Kaw).
SR AM: 1. Grant Moore Sr. (Hon); 2. Mark Hesse (Yam); 3. Bob Dunham (Yam); 4. Steve Norr (Hon).
SR EX: 1. Edwardo Flippo (Hon); 2. Norm Schiel (Hon).

Baggett bags one in Las Vegas

By Dick Goodwin

LAS VEGAS, NV, MAR. 13
The Las Vegas Motocross Club held its final tuneup race prior to the upcoming World Mini Grand Prix. All of the small-bike classes, from 80cc machines on down to 50cc, were stacked with talent, as racers from several states converged on the Las Vegas Motor Speedway to try to dial in the long track and get ready for the coming event.

In the Pee Wee Modified Open race, contested over the full-length course, Grand Terrace California's Blake Baggett came up to the gate amped up and ready to race. Motorcycle Central-sponsored local hot rod Ronnie Goodwin blasted off the line to lead race one, just ahead of Perris, California's Cody Tithof and Baggett. Tithof outdueled the leader in the third corner to take the point as the top three stretched a lead from the rest of the pack. Baggett stayed close in third, waiting for the right time to make his move. It came in the middle of the first lap, and he snaked past two riders at once to grab the lead.

Baggett cranked it up even higher and started to pull away from the fierce battle for second that was now raging behind him between Cody Tithof and Ronnie Goodwin. Baggett kept stretching his lead and made it look easy as he romped home with the first-moto win. Second place went right to the wire, with Tithof just edging out Ronnie Goodwin for the honors.

Goodwin pulled another holeshot to start race two, leading Cody Tithof and the rest of the gate around the course. Baggett started out mid-pack but was moving up fast. At the finish-line jump, it was Goodwin, Tithof and Baggett nose to tail and already separated from the rest of the field.

Positions were reversed on the second fly-by, as Baggett had managed to pass twice for the lead and Tithof was holding down second over Goodwin. Baggett pulled away in the latter stages once again to grab another win and earn the overall Pee Wee Modified Open (7-8) crown. Cody Tithof's two seconds left him second overall, ahead of Ronnie Goodwin and North Ogden, Utah's Hayden Roberts. **CN**

Results

P/W STK (4-6): 1. Zachary Fussell (Pol); 2. Chris Proscelle (Cob); 3. Tanner Krahenbuhl (Cob); 4. Brett Harrison (Cob); 5. Codi Norton (KTM).

P/W STK (7-8): 1. Blake Baggett (Cob); 2. Cody Tithof (Cob); 3. Ronnie Goodwin (Cob); 4. Dillan Glendenning (Cob); 5. Andrew Iovino (KTM).

P/W MOD (4-6): 1. David Menda (Cob); 2. Zachary Fussell (Pol); 3. Tanner Krahenbuhl (Cob); 4. Christopher Proscelle (Cob); 5. Casey Mello (HM).

P/W MOD (7-8): 1. Blake Baggett (Cob); 2. Cody Tithof (Cob); 3. Ronnie Goodwin (Cob); 4. Hayden Roberts (Cob); 5. Andrew Iovino (KTM).

60 (6-8): 1. Trent Pugmire (Kaw); 2. Rudi Williams (Kaw); 3. Ryan Underbrink (Kaw); 4. Taylor Robert (Kaw); 5. Tony Caputo (Kaw).

60 (91-1): 1. Robert Memoli (Kaw); 2. Shane Patao (Kaw); 3. Beni Williams (Kaw); 4. Joshua Hill (KTM); 5. Brady Porrell (Kaw).

60 OPEN: 1. Shane Patao (Kaw); 2. Trent Pugmire (Kaw); 3. Jeremy Johnson (Kaw); 4. Travis Lumby (KTM); 5. Mike Meade (Kaw).

80 STK (9-11): 1. Robert Memoli (Yam); 2. Beni Williams (Suz); 3. Shane Patao (Kaw); 4. Adam Metzler (Suz); 5. Steven Schwartz (Suz).

80 STK (12-13): 1. Justin Jenson (Yam); 2. Chase Nelson (Yam); 3. Jason Medina (Hon); 4. Paul Pearcy (Hon); 5. Levi Jensen (Suz).

80 STK (14-16): 1. Derek Costella (Kaw): 2. Kevin Roberts (Yam); 3. Billy Swapp (Suz); 4. Rodney Honberger (Yam); 5. Zack Grobstein (Hon).

80 OPEN: 1. Billy Swapp (Suz); 2. Kevin Roberts (Yam); 3. Paul Pearcy (Hon); 4. Justin Jenson (Yam); 5. Josh Pillsbury (Hon).

125 BEG: 1. Travis Richards (Suz); 2. Charles Robinson (Yam); 3. Matt Scott (Yam); 4. Jared McGeary (Yam); 5. Troy Taylor (Suz).

125 NOV: 1. Ryan Hamman (Hon); 2. Joshua Thurgood (Yam); 3. Scott Theobald (Yam); 4. Jason McTygue (Yam); 5. Ryan Metzler (Suz).

125 INT: 1. Brandon Barnes (Yam); 2. Ethan Bates (Yam); 3. Mark Hermann (Kaw); 4. Randy Stefan (Suz); 5. Joshua Bulloch (Yam).

125 PRO: 1. Monte Montague (Yam); 2. Chad Wallwork (Kaw); 3. Jason Partridge (Suz).

125 OPEN: 1. Brandon Barnes (Yam); 2. Ethan Bates (Yam); 3. Joshua Thurgood (Yam); 4. Ryan Metzler (Suz); 5. Bryan Ehrman (Kaw).

250 NOV: 1. Ryan Metzler (Suz); 2. Derek Puffer (Yam); 3. Chris Champlin (Hon); 4. Rick Essex (Yam); 5. Jeremy Payne (Hon).

250 INT: 1. Justin Dopf (Hon); 2. Glenn Weidman (Suz); 3. Charley Rennie (Kaw); 4. Paul Hemsley (Hon).

250 PRO: 1. Brock Krahenbuhl (Yam); 2. Chad Wallwork (Kaw).

MSTR 25+ BEG: 1. Darrell Armstrong (Hon); 2. Chad Williams (Yam); 3. Rodney Pugh (Hon); 4. Russ Gibson (Yam); 5. Patrick McVey (Yam).

MSTR 25+ NOV: 1. Kelly Barry (Yam); 2. Chris Champlin (Hon); 3. Steve VanHoeve (Yam); 4. Eric Byington (Yam); 5. Bobby Hunt (Yam).

MSTR 25+ INT: 1. Charley Rennie (Kaw); 2. Glenn Weidman (Suz); 3. Brent Kleinman (Hon); 4. Paul Hemsley (Hon); 5. Casey McKinney (Hon).

MSTR 25+ EX: 1. Chad Wallwork (Kaw); 2. Bill Phelps (Yam).

AMA Observed Trials Doubleheader! AMA

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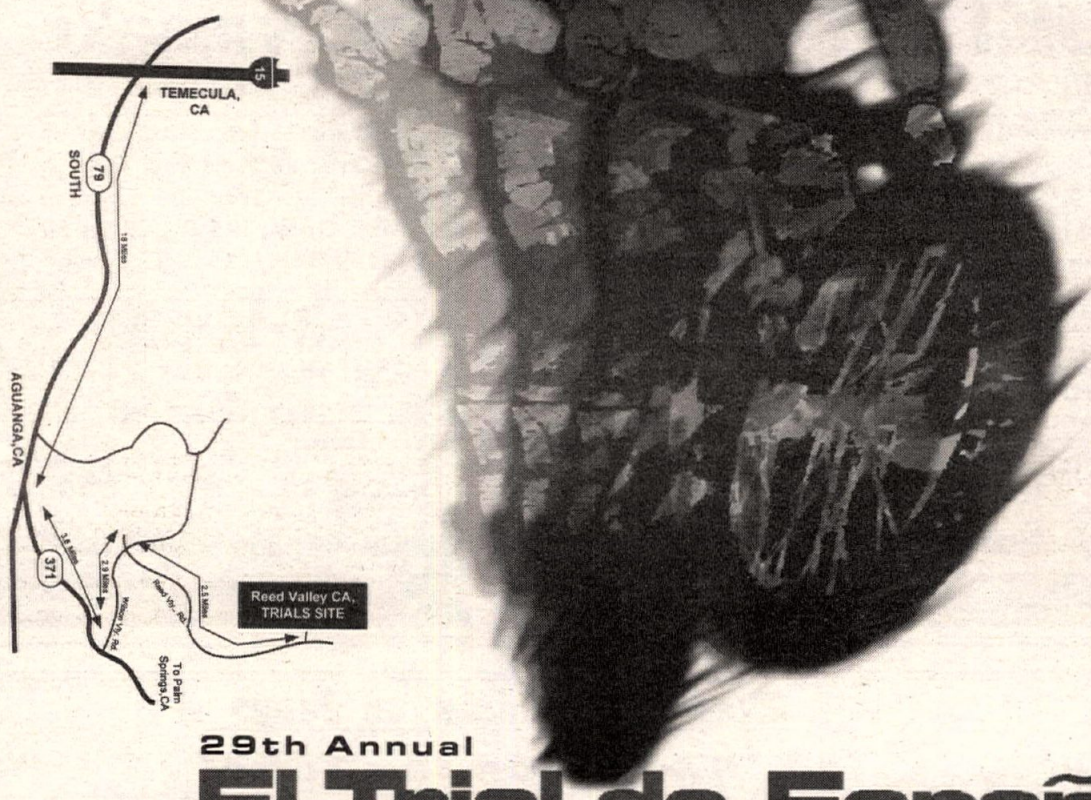

April 17 & 18, 1999

Great Family Fun!
Watch America's best trials riders up close and personal. Meet the riders. Unlimited PIT access. Reasonably priced food and soft drinks.

Event Starting Times:
NATIONAL - 9:00AM, Saturday
ETdE - 9:00AM, Sunday
EXPERT EXHIBITION - 1:00PM, Sunday
Former world observed trials champ, Tommy Ahvala goes toe to toe with America's best riders on four of the toughest trials sections of the weekend.

Directions:
Reed Valley, Aguanga, CA
From Los Angeles & Riverside: Take I-15 South to Temecula, Exit 79 South (left) & go 18 miles to Hwy 371 then left 3.5 miles to Wilson Valley Road, then left 2.8 miles to Reed Valley Road, then right 2.5 miles to the trials site. Watch for directional signs and ribbon.

Gate Fee:
$5.00 per person
Kids under 12 free!

On site camping fee:
$5.00 per night
$10.00 per night with hook-ups

Additional RV camping:
Oak Springs Resort (909-767-1636)
(2 miles up Reed Valley Road)

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GAS GAS & Montesa have each donated a 1999 trials motorcycle to help raise funds for our United States Trials Team. Fund raiser tickets* will be available at the event or by contacting 619-443-9678. Winners will be drawn April 18 at the 29th annual El Trial de Espana (Winners need not be present to claim prize).
*Suggested voluntary donation is $1.00 per ticket.

ATA 24 Hour Hotline:
714-562-7742
Internet:
http://www.atatrials.org

American Trials Association
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CLASSES - Age Effective 4-18-99

Teeny Mini Stock & Modified (4-8 Years)
Mini Mini Stock & Modified 0-65cc (6-11 Years)

Mini Jr. (7-11)
Mini Sr. (12-13) & (14-16)
125 Nov., Int., Exp.
250 Nov., Int., Exp.
Open (500cc)

Over 25 Nov., Int., Exp.
Over 30 Nov., Int., Exp.
Over 40
Mini Open, 125 & 250 Open
Mini Beg., 125 & 250 Beg.

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($1,000/class)
15 rider Minimum
125cc & 250cc
$1,000w/8 rider min.
($500/class)
200% Payback if not 8
0/25 & 30 Exp. - 150%

RACE INFORMATION:
Sign Up . . . . . 6:00a.m.
Practice . . . . . 7:00a.m.
Race Starts . . . . . 8:45a.m.
Gate Fee . . . . . $8 Person

PLAQUES:
1st - 8th Place
(Overall Plaques 1st-10th Place)
ENTRY FEES:
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Results

Enduro
Alligator Enduro
Daytona Beach, FL
March 4

O/A
Mike Lafferty
Jason Chancey
Mike Grizzle
Tommy Veator
Rich Lafferty
B/C O/A
Jimmie Cagle
Don Brewer
Matt Louderback
Phil Barker
Johnny Campbell
O/A H-PT
Mike Lafferty
A H-PT
Dick Burleson
B H-PT
Jimmie Cagle
AA
Jason Chancey
Michael Grizzle
Tommy Veator
A 0-200
John Bennett
Martin Pruett
Curt Wilcox
Joey Ambrosini
A 201-250
Don Baxley
Gene O'Nail
Stephen Edmonson
Craig Shenigo
Brian Niehaus
A OPEN
Brad Sells
Steve Hardeman
Michael Hines
Steve Graves
4-STRK
McHale
Allan Lachapella
Stanley Gantt
Andy Barkley
A VET
Alan Randt
Lee Daley
Philip Carlin
Douglas Rinehart
A SR
Terry Hughes
Jeff Fredette
Gill Griggs
David Crain
A S/SR
Robert Neeley
Mike Shank
John Kirby
A MSTR
Lloyd Widener
Scott Wolfersberger
Jerry Pacholke
Harold Hall
B 0-200
D.A. Wagner
Edgar Moreira
Doug Douchette
B 201-250
Don Brewer
Matt Louderback
Johnny Campbell
Stewart Baylor
B OPEN
Landon Smith
Doug Sanders
Michael Strauss
David MacAdam
B 4-STRK
John Dodd
Chip Wertz
Peter Magee
Mike Shirley
B VET
Phil Barker
Mike Culler
J.T. Gordy
Fran Erickson
B SR
Paul Bucher
Phillip Doyle
Randy Martin
B S/SR
Lewis Smith
Kirt Lynch
Tommy Todd
B MSTR
Johnny Thomas
Ron Miller
Frank Erbe
Duke Finch
C 0-125
Dewayne Brantly
C 200
Sam Nelson
Suzi Moody
Greg Darnell
Jeff Queen
C 201-250
Dave Edwards
Dave Smith
Kevin Green
Kevin Aderholt
Steve Smith
C OPEN
A.J. Winstead
Herman Stoll
Paul Girard
C 4-STRK
Jim Hooper
Allen Young
Duane Wellington
John Lawrence
R. Kirkland
C VET
Alec Smith
Gregg Tindell
E. Ekhhorst
Rick Bell
C SR
J.D. Hammock
Cameron Smith
Johnny Futg
D. Burkhalter
C S/SR
Jesse Carter
C MSTR
Tommy Neal
Frank Amos
Buddy Gaillard
GLDN MSTR
Farrell Lord
Don Thrasher
Joe Haley
Tom Farley
WMN
Elaine Nobles
Deb Broderick
PREM
Clyde Brown
Richard Havener
CLSC
Tim Brown
Chuck Miller

Hare Scrambles
Eagle Creek Park
Owenton, KY
March 21
By Jim Darlington

0-125
David Reusch
Dustin Cahill
Brad Woolridge Yam
Jason Young Hon
Adam Hughes Suz
200 B
Tim Donaworth Suz
Jim Bulach Kaw
Brandon Whitis Hon
250 B
Mike Monnig Hon
Chris Wells Kaw
Dustin Hammons Hus
Kyle Wilson Hon
Jim Wallace KTM
OPEN B
Brian Neal KTM
Andy Hall KTM
Paul Rydzewski KTM
VET
Jerry Hardin KTM
Albert Ellis Kaw
David Russell Yam
Gregory Rzeplinski Yam
James Dykeman Kaw
OPEN SR
John Mayer KTM
Bruce Gill Kaw
Jim Lovas Hon
James McDowell Hon
David Hartlage KTM
4-STRK
Shannon Hayes Kaw
Matt Little Yam
David Wilson Suz
Curt Reno Hon
Bryant Lewis Suz
0-200 C
David Blevins Suz
Julie McWilliams Hon
Brian Johnson Yam
Shelby Gill Hon
David Brown Kaw
250 C
Joshua Mullins Kaw
David Rapp Yam
Brian Meadows Hon
Kenny Methard Suz
Adam Gray Yam
250 A
Billy Cooper Suz
Gregory Maddox Yam
David McWilliams Suz
James Harris KTM
Joe Etienne Kaw
OPEN A
Cecil Kelly KTM
TR
Derek Blake Hon
Junior Partin Hon
Bob Stamper Yam
Dustin Thornberry Yam
Harold Pingleton
UTLTY
Tim Hudwall
Gregory Bridges

Motocross
1999 Arkansas Winter Series
Overall Results
Cedar Hill Motocross
Magnolia, AR
By Pam Lambert

50
Kyle Sellers Cob
Nicholas Fisher Lem
Zack Sprawls Yam
Spencer Cook Cob
Mikala Scott KTM
65 (7-11)
Ozzy Barbaree Kaw
Justin Mason Kaw
Brian Brunson KTM
Alex Cyr Kaw
Spencer Cook Kaw
80 (7-11)
John Bonner Kaw
Ozzy Barbaree Kaw
Brian Brunson Kaw
Taryn Covington Yam
Andy DeLeo Suz

80 (12-15)
Brandon Hendricks Kaw
Brad Cole Kaw
Andrew Cannon Kaw
Trent Bedwell Yam
Randy Rape Jr. Yam
S/MINI
Brandon Hendricks Kaw
Brad Cole Kaw
Andrew Cannon Kaw
John Bonner Kaw
Trent Bedwell Yam
OPEN BEG
Kevin Major Yam
Michael Simonelli Hon
Steven Price Hon
Nicky Lawrence Kaw
John Usie Suz
125 NOV
Chance Miles Kaw
Jamie Lee Hon
Greg White Yam
Derek Jones Yam
D.J. Wipf Kaw
125 INT
Blake Keeton Suz
Tim Ray Hon
125 EX
Brook Fluker Hon
John Adam Suz
Hutch Weast Hon
Jason Hyde Suz
Allen Reed Hon
250 NOV
Chance Miles Kaw
Jamie Lee Yam
Casey Ford Yam
Brian Nunes Yam
Ryan Miller Yam
250 INT
Glenn Myers Yam
Artie Paholke Hon
Danny Schaub Kaw
Bryan Carson Yam
250 EX
Josh Eads Kaw
Brook Fluker Kaw
Joe Mooney Kaw
John Adam Suz
Hutch Weast Hon
30+ AM
Jim George Suz
Earnie Mode Yam
Ron Wipf Kaw
Kelly Sinor Suz
Leonard Koglin Yam
30+ EX
Tony Carruth Hon
Rod Frank Hon
Trace Fowler Yam
Gary Cicero Hon
Blake Wingo Yam
40+
Greg Dust Hon
Rick Fisher Kaw
Bobby Jenkins Kaw
Milton Bruson Kaw
Ron Mooney Kaw

Motocross
Spring Series
Grain Valley, MO
March 7
By Robert Busiek

50 (4-6)
Chris Thies KTM
Tyler Agler Cob
50 (7-8)
Cody Agler Cob
Austin Lindsay Cob
Mitch Gaylord Cob
James Yeager Cob
Ozzy Borscila Lem
50 OPEN
Chris Thies KTM
Cody Agler Cob
Austin Lindsay Cob
Mitch Gaylord Cob
James Yeager Cob
65 (6-8)
Chris Thies Kaw
Cody Agler Kaw
James Yeager Kaw
65 (9-11)
Jeff Crutcher KTM
Matt Munsterman KTM
Alex Agler Kaw
Michael Slatter KTM
65 OPEN
Alex Mahol Kaw
Tanner Moore Kaw
Clayton Riggle Kaw
Jeff Crutcher KTM
Matt Munsterman KTM
80 (7-11)
Dennis Jonon Kaw
Tanner Moore Suz
Alex Malott Yam
Nathan Smith Yam
Jeff Crutcher Suz
80 (12-13)
Jesse Lighett Hon
Zack Evans Suz
Jon Still Yam
Derek Chuning Suz
Jack Fletcher Kaw

80 (14-15)
Wes Parr Yam
J.D. Melton Hon
Cory Smith Hon
Drew Acinger Yam
Charlie Lee Hon
80 OPEN
Dennis Jonon Kaw
Jesse Lighett Hon
Wes Parr Yam
Tanner Moore Suz
J.D. Melton Hon
SCHBY
Luke Smith Yam
Dustin Hampton Hon
Joey Gerbes Suz
Tim Wilson Suz
D.J. Stansbury Kaw
125 BEG
Kevin White Suz
Benjamin Redwing Yam
Nathan Macru Hon
Jeff Nagel Hon
Luis Belgisteel Hon
125 NOV
Luke Smith Yam
Eric Moore Yam
Travis Murray Yam
Tim Wilson Suz
Jesse George Hon
125 INT
Brandon Headorn Yam
Tom White Suz
Dustin Hampton Hon
Dayne Eaton KTM
Joey Gerbes Suz
125 EX
Cory Francis KTM
Brian Shrout Suz
250 BEG
Jason McCaskey Hon
Billy Graham Kaw
Kelly Jordan Kaw
Greg Campbell Hon
Dustin Hague Hon
250 NOV
Eric Moore Yam
Gary Martin Hon
Jon Lindsay Suz
Jesse George Suz
Harold Martin Kaw
250 INT
Ryan Wohlberg Yam
Dayne Eaton KTM
Jonathan Chuning Suz
Ryan Dotnick Yam
Mason Hines Kaw
250 EX
Cory Francis KTM
Brian Shrout Suz
Roger Van Meter Kaw
B/BK OPEN
Ryan Wohlberg Yam
Larry Yeager Suz
Dayne Eaton KTM
Ryan Dotnick Yam
Harold Martin Kaw
30+ AM
John Packard Kaw
Jack Lambert Yam
Eric Thies KTM
Ray Nold Hon
Jeff Henshaw Yam
30+ EX
Larry Yeager Suz
Roger Van Meter Kaw
40+
Bruce Clarke Kaw
Rick Chuning Suz
Mark Scheiterle Hon
Dan Stansbury Kaw
Greg Garrison Yam

Arenacross
Tingley Coliseum
Albuquerque, NM
March 19-20
By Lena Wilson

Friday
125 PRO
Travis Hodges Kaw
Keith Johnson Yam
Josh Kellogg Yam
Ronnie Clark Yam
Dax Kastrin Kaw
250 PRO
Keith Johnson Yam
Travis Hodges Kaw
Ronnie Clark Yam
Josh Kellogg Yam
Dax Kastrin Kaw
Saturday
125 PRO
Travis Hodges Kaw
Keith Johnson Yam
Ronnie Clark Yam
Josh Kellogg Yam
Dax Kastrin Kaw
250 PRO
Travis Hodges Kaw
Keith Johnson Yam
Ronnie Clark Yam
Josh Kellogg Yam
Dax Kastrin Kaw

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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Round #1 of the Southern CA. AMA Championship MX Series

Friday, May 7th

Gates Open	6:00 am
Sign-Up Opens	6:00 am
Practice	7:00 am
Racing Starts	8:30 am
Gates Close	10:00 pm

Classes: 60cc, 80cc, 125cc, 250cc, Vets, Quads on REM Track. **All skill levels**

Saturday, May 8th

Gates Open:	6:00 am
Sign-Up Opens	6:00 am
Practice	7:30 am
Racing Starts	8:30 am
Gates Close	10:00 pm

Qualifier for the YAMAHA AMA State MX Champions October 16th & 17th, 1999

Classes: Seniors, PeeWee, Women, Jr Vets, & 4-stroke.
All skill levels

Gate Fees
Must purchase 3-day ticket to spectate or compete.
No **Friday** or **Saturday** only tickets available
Gates Open: 8 am Thursday, May 6th
Open practice 8am-12pm

Entry Fee

Pre-Entry	$30.00
Must be post marked by 5/1/99	
Post Entry	$45.00
Pee Wee	$15.00

Mail Entry to: Glen Helen Racing Inc. P.O. Box 6950, San Bernardino, CA 92412

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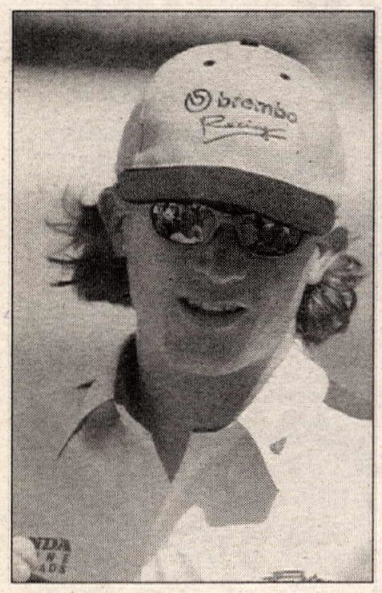
1999 Championship Point Standings



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ROAD RACING

World Superbike Championship Series
(After 1 of 13 rounds):

1. Carl Fogarty (Duc), England (50/2 wins)
2. Aaron Slight (Hon), New Zealand (36)
   Troy Corser (Duc), Australia (36)
4. Colin Edwards II (Hon), Conroe, TX (24)
5. Akira Yanagawa (Kaw), Japan (21)
6. Gregorio Lavilla (Yam), Spain (18)
7. Pier-Francesco Chili (Suz), Italy (17)
8. Doriano Romboni (Duc), Italy (14)
9. Noriyuki Haga (Yam), Japan (13)
10. Katsuaki Fujiwara (Suz), Japan (11)
    Robert Ulm (Kaw), Austria (11)

AMA MBNA Superbike Series
(After 2 of 13 Rounds):

1. Mat Mladin (Suz), Australia (65)
2. Miguel DuHamel (Hon), Canada (60/1 win)
3. Anthony Gobert (Duc), Australia (58/1 win)
4. Ben Bostrom (Duc), Granada Hills, CA (56)
5. Rich Oliver (Yam), Fresno, CA (51)
6. Jason Pridmore (Suz), Ventura, CA (50)
7. Larry Pegram (Duc), Baltimore, OH (46)
8. Aaron Yates (Kaw), Milledgeville, GA (41)
   Doug Chandler (Kaw), Salinas, CA (41)
10. Matt Wait (Duc), Lodi, CA (40)

AMA Pro Honda Oils 600cc Supersport Series
(After 2 of 13 Rounds):

1. Nicky Hayden (Hon), Owensboro, KY (65/1 win)
2. Jamie Hacking (Yam), Boiling Springs, SC (61)
3. Aaron Yates (Suz), Milledgeville, GA (52)
4. Kurtis Roberts (Hon), Frederick, MD (51)
5. Rich Oliver (Yam), Fresno, CA (48)
   Tommy Hayden (Yam), Owensboro, KY (48)
7. Miguel DuHamel (Hon), Canada (46)
8. Josh Hayes (Suz), Gulfport, MS (45)
9. Paul Harrell (Yam), Canyon Country, CA (43)
   Todd Harrington (Kaw), Saint Charles, IL (43)

AMA Lockhart Phillips 750cc Supersport Series
(After 2 of 13 Rounds):

1. Tom Kipp (Suz), Chardon, OH (66/1 win)
2. Joshua Hayes (Suz), Gulfport, MS (60/1 win)
3. Jimmy Moore (Suz), Eugene, OR (59)
4. Richard Alexander Jr. (Suz), Carmel, NY (58)
5. Tommy Hayden (Yam), Owensboro, KY (50)
6. James Randolph (Suz), Santa Rosa, CA (47)
7. Jamie Bowman (Suz), Tequesta, FL (44)
   Vincent Haskovec (Suz), North Hollywood, CA (44)
9. Mario DuHamel (Suz), Canada (40)
10. Todd Harrington (Kaw), Saint Charles, IL (39)

AMA Mazda Trucks 250cc Grand Prix Series
(After 2 of 13 rounds):

1. Chuck Sorensen (Yam), San Jose, CA (64/1)
2. Greg Esser (Yam), Pompano Beach, FL (53)
   Derek King (Hon), Charleston, SC (53)
4. Jeffrey Vos (Yam), Holland, MI (49)
   Quenni King (Yam), Miami, FL (49)
6. Rolando Quintero (Hon), Los Angeles, CA (40)
7. Luis Lavado (Yam), Venezuela (37)
   Ed Sorbo (Yam), Redlands, CA (37)
9. John France (Hon), West Melbourne, FL (33)
10. Geep Terranova (Yam), San Jose, CA (32)

AMA Sunoco Race Fuels Formula Xtreme Series
(After 1 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD (36/1)
2. Josh Hayes (Suz), Gulfport, MS (32)
3. Mike Sullivan (Kaw), Centralia, WA (29)
4. Rad Greaves (Suz), Ann Arbor, MI (27)
5. Paul Harrell (Yam), Canyon Country, CA (26)
6. Michael Barnes (Yam), Boca Raton, FL (25)
7. Sean Sweeney (Hon), Lynn, MA (24)
   Grant Lopez (Suz), Mobile, AL (24)
9. Chris Voelker (Hon), Bradley, CA (22)
10. Cory Call (Suz), Sacramento, CA (21)

AMA Progressive Insurance Pro Thunder Series
(After 2 of 13 rounds):

1. Cory Call (Duc), Sacramento, CA (64/1 win)
2. Shawn Conrad (Duc), Sheboygan Falls, WI (61)
3. Bill St. John (Duc), Cullman, AL (50)
4. Billy Graef (Bue), Sheboygan, WI (48)
5. Michael Gage (Tri), Baldwin Place, NY (44)
   James Lickwar (Tri), San Francisco, CA (44)
7. Shawn Higbee (Bue), Waterford, WI (40/1 win)
8. Dave Estok (Bue), Daytona Beach, FL (37)
9. Christopher Boy (Lav), Gulf Stream, FL (35)
10. Tom Hull (Duc), Mesa, AZ (34)

MOTOCROSS

Toyota Truck/Parts Unlimited AMA Supercross Series
(After 12 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA (266/6 wins)
2. Mike LaRocco (Hon), South Bend, IN (216)
3. Mickael Pichon (Hon), France (184)
   Larry Ward (Suz), Florence, SC (184/1 win)
5. Ezra Lusk (Hon), Bainbridge, GA (179/3 wins)
6. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
7. Damon Huffman (Kaw), Acton, CA (153)
8. Sebastien Tortelli (Hon), France (134)
9. John Dowd (Yam), Chicopee, MA (117)
   Greg Albertyn (Suz), South Africa (117)

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Kaw), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)

AMA Eastern Regional 125cc Supercross Series
(After 4 of 8 rounds):

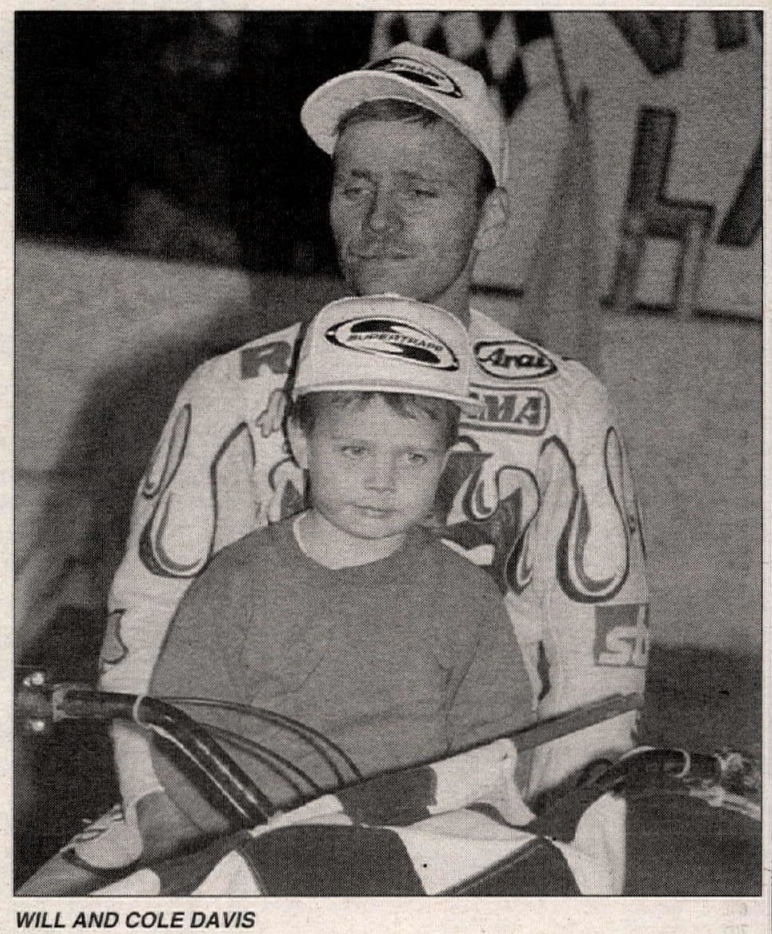
1. Ernesto Fonseca (Yam), Costa Rica (100/4 wins)
2. Robbie Horton (Hon), Blountville, TN (66)
3. Nick Wey (Kaw), Dewitt, MI (65)
4. Stephane Roncada (Yam), France (64)
5. Brock Sellards (Hon), New Philadelphia, OH (58)
6. Danny Smith (Hon), Eagle, ID (51)
7. Jiri Dostal (Suz), Quail Valley, CA (46)
8. Jim Neese (Yam), Greensboro, NC (45)
9. Jason McCormick (Hon), Vancouver, WA (36)
10. Matt Shue (Suz), Acworth, GA (34)

125cc World Championship Series
(After 2 of 13 rounds):

1. Alessio Chiodi (Hus), Italy (77/3wins)
2. Claudio Federici (Yam), Italy (65/1 win)
3. Mike Brown (Hon), Piney Flats, TN (39)
4. Thomas Traversini (Hus), Italy (36)
5. Johnny Aubert (Hus), France (34)
6. Patrick Caps (Hon), Belgium (33)
7. Carl Nunn (Yam), England (30)
8. Luigi Seguy (Hon), France (28)
9. Steve Ramon (Kaw), Belgium (23)
10. Eric Camerlengo (Yam), Italy (22)

250cc World Championship Series
(After 2 of 16 rounds):

1. Federic Bolley (Hon), France (70/2 wins)
2. David Vulilemin (Yam), France (55/1 win)
3. Ryan Hughes (Hon), Temecula, CA (53)
4. Pit Beirer (Kaw), Germany (50/1 win)
   Marnicq Bervoets (Kaw), Germany (50)
6. Joshua Coppins (Suz), New Zealand (42)
7. Mickael Maschio (Yam), France (30)
8. Leon Giesbers (Suz), Holland (28)
9. Alessandro Belometti (Yam), Italy (20)
10. Paul Cooper (Hus), England (17)



WILL AND COLE DAVIS

DIRT TRACK

AMA Grand National Championship Series
(After 1 of 25 rounds)

1. Will Davis (ATK), Goldsboro, NC (23/1 win)
2. Brett Landes (ATK), Los Gatos, CA (19)
3. Chris Carr (H-D), Fleetwood, PA (16)
4. Ronnie Jones II (Rtx), Oklahoma City, OK (15)
5. Nicky Hayden (Rtx), Owensboro, KY (14)
6. Rich King (CCM), Dysart, IA (13)
7. Ken Coolbeth (W-R), Warren, CT (12)
8. Johnny A. Murphree (W-R), Paso Robles, CA (11)
9. Kevin Varnes (Rtx), New Holland, PA (10)
10. Terry Poovey (Rtx), Euless, TX (9)

AMA Grand National Cross Country Series
(After 1 of 13 rounds):

1. Shane Watts (KTM), Australia (20/1)
2. Paul Edmondson (Suz), England (19)
3. Jim Jarrett (Kaw), Minerva, OH (18)
4. Michael Lafferty (KTM), Millville, NJ (17)
5. Steve Hatch (Suz), Phoenix, AZ (16)
6. Brian Brown (Kaw), Nampa, ID (15)
7. Chuck Woodford (Kaw), OH (14)
8. Doug Blackwell (Yam), Parkersburg, WV (13)
9. Joel Dengler (Suz), NJ (12)
10. Robbie Jenks (Yam), New Straitsville, OH (11)

AMA National Championship Hare & Hound Series
(After 1 of 7 Rounds):

1. Destry Abbott (Kaw), Peoria, AZ (30/1 win)
2. Brian Brown (Kaw), Nampa, ID (25)
3. Johnny Campbell (Hon), San Clemente, CA (21)
4. Dave Ondas (Kaw), Trabuco Canyon, CA (18)
5. Jeff Capt (Kaw), Lakewood, CA (16)
6. Donnie Book (Yam), Gypsum, CO (15)
7. Paul Krause (Yam), Irvine, CA (14)
8. Todd Hoy (Hon), Torrance, CA (13)
9. Oakley Lehman (Kaw), Sunland, CA (12)
10. Russ Pearson (KTM), Las Vegas, NV (11)

DAMON HUFFMAN

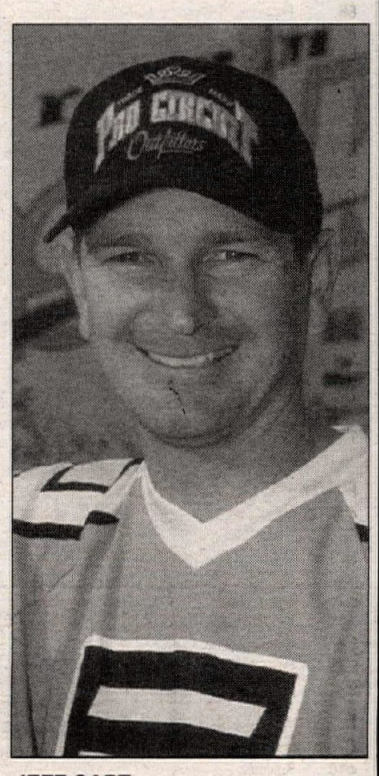
OFF ROAD

AMA National Championship Hare Scrambles Series
(After 2 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (55/1 win)
2. Brian Garrahan (KTM), Boulder Creek, CA (35)
3. Kelby Pepper (Yam), Center, CO (33)
4. Erik Kohler (Yam), Sacramento, CA (31)
5. Michael Lafferty (KTM), Millville, NJ, (30/1 win)
6. Shane Watts (KTM), Australia (25)
   Matt Stavish (Hon), Blaine, MN (25)
8. Craig Wesner (Kaw), Windsor, CA (22)
9. Jim Jarrett (Kaw), Minerva, OH (21)
10. Patrick Garrahan (KTM), Boulder Creek, CA (16)

AMA Acerbis National Enduro Series
(After 2 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA (60/2 wins)
2. Michael Lafferty (KTM), Millville, NJ (39)
3. Randy Hawkins (Yam), Travelers Rest, SC (30)
4. Russell Pearson (KTM), Las Vegas, NV (27)
5. Matt Stavish (Hon), Blaine, MN (26)
6. Kelby Pepper (Yam), Center, CO (25)
   Doug Blackwell (Yam), Parkersburg, WV (25)
8. Nick Pearson (KTM), Las Vegas, NV (21)
9. Brian Garrahan (KTM), Boulder Creek, CA (20)
   David Lykke, Bellingham, WA (20)
   Jason Dahners, Redmond, WA (20)



JEFF CAPT

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series
4/18 Sepang, Malaysia, Rnd 1
4/25 Motegi, Japan, Rnd 2
5/9 Jerez, Spain, Rnd 3
5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
4/18 Phillip Island, Australia, Rnd 2
5/2 Donington, England, Rnd 3
5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series
4/11 Castineau-de-Levis, France, Rnd 1
4/18 Osuna, Spain, Rnd 2
5/2 Schwanenstadt, Austria, Rnd 3
5/16 Castiglione del Lago, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Teutschenthal, Germany, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Lucenec, Slovakia, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series
4/11 Valkenswaard, Holland, Rnd 3
4/18 Ernee, France, Rnd 4
5/2 Maracay, Venezuela, Rnd 5
5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
8/1 Gdynia, Poland, Rnd 11
8/8 Folkendange, Luxembourg, Rnd 12
8/22 Nismes, Belgium, Rnd 13
8/29 Gaildorf, Germany, Rnd 14
9/12 Budds Creek, MD, Rnd 15

FIM 125cc World Championship Motocross Series
4/11 Indaiatuba, Brazil, Rnd 3
5/2 Bellpuig, Spain, Rnd 4
5/16 Mill, Netherlands, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway Championship Grand Prix Series
5/8 Prague, Czech Republic, Rnd 1
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World C'ship Series
4/17-18 Mons, Belgium
4/24-25 Douglas, Great Britain
5/29-30 Grossheubach, Germany
6/12-13 St. Gilles/Reunion, France
6/26-27 Exeter, RI
7/3-4 Watkins Glen, NY
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar Championship
4/18 Kallithea Elassona, Greece
5/16 Jinin, Czech Republic
6/6 Cesis, Latvia
6/13 Jaanikese, Estonia
6/20 Varsseveld, Netherlands
7/4 Lacapelle Marival, France
7/11 Strassbessenbach, Germany
7/25 Rijkevorsel, Belgium
8/1 Chernivtsi, Ukraine
8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series
4/16-18 Rosamond, CA, Rnd 3
4/23-25 Sonoma, CA, Rnd 4
4/30-5/2 Monterey, CA, Rnd 5
6/4-6 Braselton, GA, Rnds 6 & 7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/856-1900

AMA Drag Specialties Grand National Dirt Track Series
5/8 Hagerstown, MD, Rnd 2
5/22 Harrington, DE, Rnd 3
5/30 Springfield, IL, Rnd 4
6/11 Plymouth, WI, Rnd 5
6/19 Mineralwells, WV, Rnd 6
6/26 Lima, OH, Rnd 7
7/3 Indianapolis, IN, Rnd 8
7/10 Joliet, IL, Rnd 9
7/17 Oklahoma City, OK, Rnd 10
7/24 Du Quoin, IL, Rnd 11
7/31 Rossburg, OH, Rnd 12
8/7 Lake Odessa, MI, Rnd 13
8/11 Rapid City, SD, Rnd 14
8/15 Peoria, IL, Rnd 15
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Toyota Trucks U.S. SX Series
4/10 Pontiac, MI, Rnd 13
4/17 New Orleans, LA, Rnd 14
4/24 Indianapolis, IN, Rnd 15
5/1 Las Vegas, NV, Rnd 16
Info: 630/566-6100

AMA Mazda Trucks National Motocross Series
5/9 San Bernardino, CA, Rnd 1
5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Georgia C'ship MX Series
4/11 Roberta, GA, Rnd 4
4/25 Bremen, GA, Rnd 5
5/1-2 Dalton, GA, Rnd 6
5/16 Macon, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA Acerbis National Enduro Series
5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/856-1900

AMA National Hare & Hound Series
4/10 Jericho, UT, Rnd 4
4/25 Johnson Valley, CA, Rnd 5
6/26 TBA/NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA National Hare Scrambles Series
4/11 Hurricane Mills, TN, Rnd 3
4/18 Redding, CA, Rnd 4
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

AMA/District 36 Vintage/Veteran Dirt Track Series
4/10 Lodi, CA, Rnds 9, 10
4/11 Lodi, CA, Rnds 11, 12
4/17 Lodi, CA, Rnds 13, 14
4/24 Lodi, CA, Rnds 15, 16
5/8 Lodi, CA, Rnds 17, 18
5/15 Lodi, CA, Rnds 19, 20
5/22 Lodi, CA, Rnds 21, 22
6/5 Lodi, CA, Rnds 23, 24
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
8/14 Lodi, CA, Rnds 37, 38
8/21 Lodi, CA, Rnds 39, 40
9/11 Lodi, CA, Rnds 41, 42
9/18 Lodi, CA, Rnds 43, 44
10/9 Lodi, CA, Rnds 45, 46
10/16 Lodi, CA, Rnds 47, 48
10/23 Lodi, CA, Rnds 49, 50
Info: 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track Series
4/10 Lodi, CA, Rnds 9, 10
4/11 Lodi, CA, Rnds 11, 12
4/17 Lodi, CA, Rnds 13, 14
4/24 Lodi, CA, Rnds 15, 16
5/8 Lodi, CA, Rnds 17, 18
5/15 Lodi, CA, Rnds 19, 20
5/22 Lodi, CA, Rnds 21, 22
6/5 Lodi, CA, Rnds 23, 24
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
8/14 Lodi, CA, Rnds 37, 38
8/21 Lodi, CA, Rnds 39, 40
9/11 Lodi, CA, Rnds 41, 42
9/18 Lodi, CA, Rnds 43, 44
10/9 Lodi, CA, Rnds 45, 46
10/16 Lodi, CA, Rnds 47, 48
10/23 Lodi, CA, Rnds 49, 50
Info: 209/833-0639

AMA National Amateur MX Series
Northeast Area Qualifiers
4/10-11 Newburg, PA
4/17-18 Danville, VA
4/24-25 Delmont, PA
5/1-2 Mapleview, NY
5/8-9 Armaugh, PA
Northeast Amateur Regional
6/19-20 Binghamton, NY
Northeast Youth Regional
6/26-27 Auburn, NY
Southeast Area Qualifiers
4/10-11 Roberta, GA
4/17-18 Albertville, AL
5/15-16 Macon, GA
Southeast Amateur Regional
6/12-3 Society Hills, SC
Southeast Youth Regional
6/19-20 Chatsworth, GA
Mideast
4/17-18 McArthur, OH
4/24-25 Akron, IN
5/1-2 Buchanan, MI
5/15-16 Millington, MI
5/15-16 Mitchell, IN
5/22-23 Sugar Grove, OH
5/22-23 Leitchfield, KY
Mideast Amateur Regional
6/26-27 Bloomington, MI
Mideast Youth Regional
6/12-13 Millfield, OH
North Central Area Qualifiers
4/17-18 Merwin, MO
5/1-2 Hoopeston, IL
5/8-9 Casey, IL
5/15-16 Nashville, IL
5/22-23 Denmark, WI
North Central Amateur
6/12-13 Lake Geneva, WI
North Central Youth
6/26-27 Lowes, KY
South Central
4/10-11 Fort Worth, TX
4/10-11 Magnolia, AR
4/17-18 Merwin, MO
5/1-2 Moriarty, NM
5/8-9 Craig, CO
5/22-23 Stillwater, OK
South Central Amateur
6/19-20 Fort Worth, TX
South Central Youth
6/12-13 Magnolia, AR
Southwest
5/1-2 Moriarty, NM
5/8-9 Craig, CO
5/22-23 Cedar City, UT
Southwest
6/19-20 San Bernardino, CA
Northwest
4/25 Roseburg, OR
5/23 Washougal, WA
Northwest
6/12-13 Washougal, WA
Info: 614/856-1900

AMA/District 37 Grand Prix Big 6 Series
4/10-11 Twentynine Palms, CA
5/1-2 Palmdale, CA
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
4/18 Cantil, CA
5/1-2 Newhall, CA
5/16 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/16-17 Mesquite, NV*
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National Drag Racing Series
4/24-25 Columbus, OH, Rnd 3
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series
4/10 Bakersfield, CA, Rnd 2
6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
4/11 Brune's Mill, TX, Rnd 6
4/25 San Antonio, TX, Rnd 7
5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Grand National Cross Country Series
4/10-11 Hurricane Mills, TN, Rnd 4
4/24-25 Clarksburg, WV, Rnd 5
5/8-9 Manahawking, NJ, Rnd 6
5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/District 7 Hare Scrambles Championship Series
4/18 Rawlings, MD
4/25 St. Georges, DE
5/2 Budds Creek, MD
6/27 Rawlings, MD
7/25 Budds Creek, MD
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series
4/17-18 Aztec, New Mexico
4/25 Mancos, Colorado
5/16 Mancos, Colorado
5/23 Aztec, New Mexico
6/13 Mancos, Colorado
6/27 Aztec, New Mexico
7/11 Mancos, Colorado
7/25 Aztec, New Mexico
8/8 Mancos, Colorado
8/29 Aztec, New Mexico
9/5 Mancos, Colorado
9/26 Aztec, New Mexico
10/10 Aztec, New Mexico
Info: 800/720-MOTO or 970/533-9747

AMA/District 25 Rocky Mountain MX Spring Series
4/18 Brush, CO*
4/25 Milliken, CO
5/8-9 Craig, CO
5/23 Milliken, CO
5/30 Brush, CO
6/6 Erie, CO*
Summer Series
6/13 Craig, CO
6/27 Watkins, CO*
7/18 Erie, CO
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship series
Info: 303/271-0190 or http://www.rmxa.com

AMA/District 34 Family Motocross Series
4/11 Walden, NY
4/18 Modena, NY
4/25 Claverack, NY
5/2 Modena, NY
5/9 Walden, NY
5/16 Claverack, NY
5/23 Monticello, NY
5/30 Modena, NY
6/6 Modena, NY
6/13 Walden, NY
6/20 Monticello, NY
6/27 Modena, NY
7/4 Modena, NY
7/11 Monticello, NY
7/25 Walden, NY
8/1 Monticello, NY
8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California MX Championship Series
5/7-8 Glen Helen, CA, Rnd 1
6/5-6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel Carolina Ultra Motocross Series
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series
4/17-18 Danville, VA, Rnd 4
4/25 Wytheville, VA, Rnd 5
5/1-2 Blountville, TN, Rnd 6
5/22-23 Society Hill, SC, Rnd 7
6/5-6 Blountville, TN, Rnd 8
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/NATC National Observed Trials Championship
4/10-11 Munster, TX
4/17 Temecula, CA
4/18 El Trial de España
5/22-23 Salida, CO
5/29-30 Washougal, WA
6/19 Lock Haven, PA
6/20 Williamsonburg, PA
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/Suzuki Dual Sport Trail Ride Series
4/17-18 Altair, TX
5/1-2 Renfro Valley, KY
5/22-23 McArthur, OH
6/5-6 Mill Hall, PA
6/5-6 Lesterville, MO
6/12-13 Loudon, NH
6/19-20 Hurricane Mills, TN
7/17-18 Davis, WV
7/25-30 Newberry, MI
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Elizabeth, WV
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 St. George, UT
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA U.S. Eastern Motocross Spring Series
4/11 Elizabeth City, NC
4/25 Axton, VA
5/2 East Bend, NC
5/9 Dillwyn, VA
5/16 Danville, VA
Info: 804/724-4392

AMA Ballzee Grand Championship MX Series
6/27 Axton, VA
7/18 Danville, VA
7/25 Reidsville, NC
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

Sound of Thunder Four-Stroke Motocross Series
Southwestern
4/18 San Bernardino, CA
7/3-4 Hollister, CA
Pacific Northwest
7/10-11 Yakima, WA
7/18 Sandy, OR
8/7-8 Albany, OR
Central States
6/5-6 Denver, CO
8/12 Ponca City, OK
Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series
6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series
5/2 Wiggins, MS
5/16 Saucier, MS
5/30 Clanton, AL
6/13 Laurel, MS
6/20 Fort Polk, LA
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series
4/17-18 Sonoma, CA
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
4/18 Sonoma, CA
5/15 Bremen, GA
5/1 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
8/1 Joliet, IL

NEW Event Format

WEST COAST FLAT TRACK SERIES

Progressive Program

Budweiser KING OF BEERS

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Perris Auto Speedway 1/2 Mile Clay Oval

FREE! Motorcycle Parking

Featuring: Open Class 350cc min. - NO MAX.!

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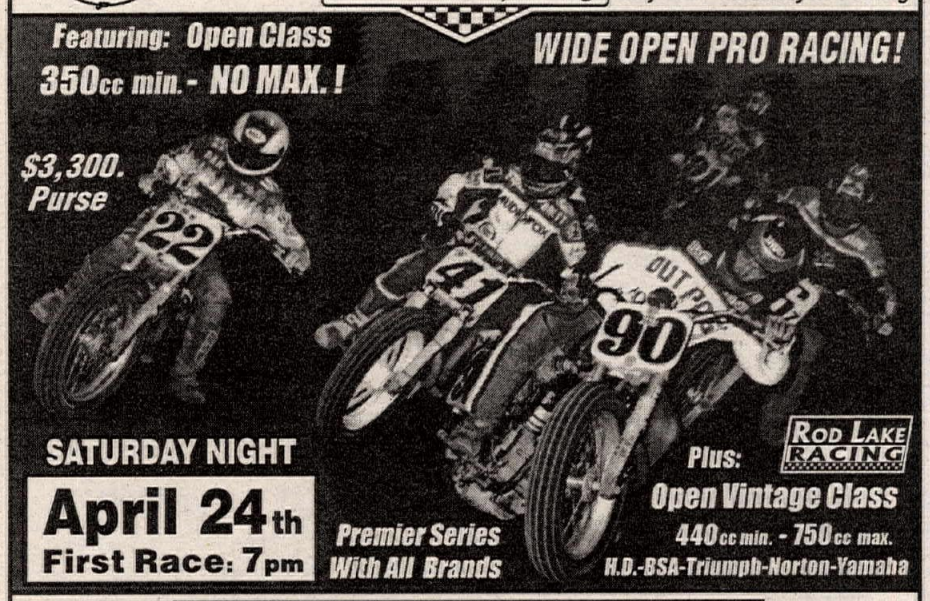

$3,300. Purse

SATURDAY NIGHT

April 24th

First Race: 7pm

Premier Series With All Brands

Plus: Rod Lake Racing

Open Vintage Class

440cc min. - 750cc max.

H.D.-BSA-Triumph-Norton-Yamaha

Gates Open 4:00 p.m.

Lake Perris Fairgrounds • Perris, CA

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Time Trials 5 p.m.

K&N Filters · Saddlemen · A&A Racing · Rotax Racing Motorcycles · Motion Pro · G and A (760) 728-1707 Racing Frames · Van Leeuwen Enterprises Inc.

Tickets & Info 909-940-0134

Oval Entertainment LLC In Association With Gene Romero Promotions LLC

Race Entries 714-529-6054

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1999 SCHEDULE OF EVENTS

WISECO YAMAHA DUNLOP Moose KLOTZ FMF

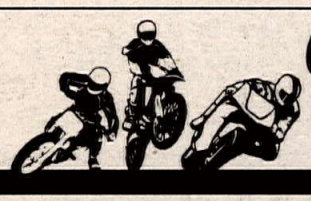
April (Y) 24/25 Wilderness Clarksburg, WV
I-79 to Exit 119 then 50 W to Sycamore Road

May 8/9 Atlantic City Manahawkin, NJ
E.C.E.A. Points Event presented by Meteor MC Club
Garden State Pky to Exit 63, Rt 72 W 1 mile

Acerbis Outerwears · Scott · Jaeger's · Maxxis Tires · Carmate

Saturday: 12 Noon Quad Race; 3 pm Bike Youth & Women (Youth & Women Sign-up 1 pm)

Sunday: Bikes; 10 am Super Sen. & C classes; 12 Noon Pro, A & B classes



Clayton Memorial Foundation

Donate today

For information call 714-751-7433

Clayton Memorial Foundation

3505-M Cadillac Avenue, Costa Mesa, CA 92626

OVER the HILL GANG

Sun., Apr. 11 Glen Helen San Bernardino, CA
Gang Only Race

Sun., Apr. 25 Starwest Moreno Valley, CA
Gang Only Race

The Ultimate 30+ Vet MX Club
Info: (562) 941-1515 (909) 277-1335

Max Track Piru, CA ... It's a little different!

Weekly Open MX Practice Schedule

Wed. (10am - 4pm) Sat. (9am - 4pm) Sun. (9am - 4pm)

Info: (949) 367-9583

cma 559/673-8080

Little Okie Spring Series, Madera, CA

Sat., Apr 10 (Warm Up)	Sat., May 2
Sat., Apr 17	Fri., May 7
Sat., Apr 24	Fri., May 14
	Fri., May 21

Don't Miss a lap - 'Racing on the Tube'

Dates & Information updated every week in CYCLE NEWS Calendar

NMA

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650

National Motosport Association

MOTOWEST RACING

Saturday, April 17
Club Moto
Super Saturday, MX Rnd #2

415- 587-8678

ALL DATES SUBJECT TO CHANGE PLEASE CALL

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
4/17 Sonoma, CA
4/25 Ridgedale, MO
5/16 Bremen, GA
5/2 Casey, IL
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series
4/18 Budds Creek, MD
4/24 Ridgedale, MO
5/16 Bremen, GA
8/29 Thornville, OH
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest Regional Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

AHRMA Pacific Crown Regional Road Race Series
4/17-18 Sonoma, CA
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage Motocross Series
4/17 Budds Creek, MD
6/13 Sale Creek, TN
7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional Motocross Series
4/17 Bedford, KY
5/22 Casey, IL
6/6 Kansas City, MO
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional Motocross Series
4/18 Sonoma, CA
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumberjack Motocross Series
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
4/18 Hohenwald, TN
5/15 Bremen, GA
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/986-3213 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
4/17 Hohenwald, TN
5/16 Bremen, GA
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast Grand Prix Series
4/17 Hohenwald, TN
5/16 Bremen, GA
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/986-3213 or kavula_m@mercer.edu

AHRMA Southwest Regional Motocross Series
4/11 Gorman, CA
5/16 San Bernardino, CA
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
4/10 Livermore, CA
4/25 Lodi, CA
5/15 Hanford, CA
5/30 Oroville, CA
7/17 Carson City, NV
7/25 Barona, CA
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
4/17 Sears Point, CA
5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA Michigan MX Series
5/2 Millington, MI
5/16 Portland, MI
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage Motocross Series
4/11 Merwin, MO
5/16 Moberly, MO
5/23 Niangua, MO
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

VDTRA/All-Stars Flat Track Racing Series
4/17 Boyd, TX
5/22-23 Erie, CO
6/11-12 Wichita, KS
6/26 Monett, MO
7/18 Oklahoma City, OK
7/31 Sheridan, WY
8/1 Sheridan, WY
8/9 Stockton, KS
8/10 Stockton, KS
8/12 Sturgis, SD
8/13 Sturgis, SD
8/14 Sturgis, SD
8/27 Spokane, WA
8/28 Spokane, WA
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

Mid South Summer Hare Scrambles Series
5/2 Cumberland Furnace, TN
5/16 Clarksville, TN
5/30 New Johnsonville, TN
6/6 Jonesboro, IL
6/13 Hohenwald, TN
6/27 Westpoint, TN
8/29 Saddleback East, KY
Info: 615/859-0873

Best In The Desert Racing Association Silver State Series
4/16-17 Tonopah, NV, Rnd 2
6/25-27 Mesquite, NV, Rnd 3
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
4/17 Upper Lake, CA, Rnd 3
5/2 Georgetown, CA, Rnd 4
6/13 Long Barn, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

District 36 Family Enduro Series
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

Mid-Atlantic Vintage Trials
5/15-16 Toronto, OH
6/6 Monrovia, MD
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

100cc Vintage Flat Track Club Series
4/24 Thornville. OH
5/15 Thornville, OH
6/12 Thornville, OH
6/25 Lawrenceburg, IN
7/10 Thornville, OH
7/23 Lawrenceburg, IN
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/929-4229

STRA Championship Series
4/24-25 Cleveland, GA
6/5-6 Resaca, GA
8/7-8 Shooting Creek, NC
9/11-12 Gadsden, AL
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
www.avana.net/~japi/STRA/index.html

KORR Hare Scrambles Series
4/11 Sterling, KS
5/16 Wichita, KS
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Spring Motocross Series
4/25 Marion, KS
5/2 Wichita, KS
5/15 Wichita, KS
6/5 Wichita, KS
6/6 Inman, KS
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

ATM Motocross Series
4/11 Warrior, AL, Rnd 5
4/25 Tupelo, MS, Rnd 6
5/2 Steele, AL, Rnd 7
5/16 Chattanooga, TN, Rnd 8
Info: 205/681-8317

KTMXA Motocross Series
4/17 Murray, KY
4/25 Draffenville, KY
5/1 Draffenville, KY
5/16 White Plains, KY
5/23 Milan, TN
6/12 Draffenville, KY
6/18 Murray, KY
7/3 Atwood, TN
7/10 Draffenville, KY
7/17 Atwood, TN
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY

10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

International Old-Timers Motocross Series
4/10-11 Idaho Falls, ID, Rnd 2
5/1-2 Marysville, CA, Rnd 3
5/29-30 Richland, WA, Rnd 4
6/19-20 Boise, ID, Rnd 5
7/3-4 Bellingham, WA, Rnd 6
7/24-25 Albany, OR, Rnd 7
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/23-24 Lake Elsinore, CA, Rnd 10
TBA Las Vegas, NV, Rnd 11
Info: 253/840-0466 or www.seanet.com/~russr

Women's Motocross League Series
4/11-16 Johnstown, CO
4/16-17 Johnstown, CO
5/8 San Bernardino, CA
5/15 Sacramento, CA
6/19 Budds Creek, MD
6/27 Mammoth, CA
7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

North American Sport Bike Series
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

Formula USA Road Race Series
7/17-18 Portland, OR
8/27-29 Long Pond, PA
Info: 530/582-1061

AMP/GFI Spring MX Series
4/18 Hollister, CA, Rnd 2
4/25 Tracy, CA, Rnd 3
5/2 La Grange, CA, Rnd 4
5/23 Hollister, CA, Rnd 5
5/30 Turlock, CA, Rnd 6
Info: 209/656-9682

GFI Spring Motocross Series
4/18 Moreno Valley, CA
4/25 Perris, CA
5/16 San Jacinto, CA
Info: 909/653-4042

GFI Memorial Day Extravaganza
5/31 Perris, CA
Info: 909/653-4042

GFI Night Motocross Series
5/29 Moreno Valley, CA
6/5 Moreno Valley, CA
6/12 San Bernardino, CA
6/19 Moreno Valley, CA
7/10 San Bernardino, CA
7/17 San Bernardino, CA
7/24 San Bernardino, CA
8/14 Moreno Valley, CA
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

GFI/Team Green Youth Nationals
7/3 San Bernardino, CA
7/4 San Bernardino, CA
Info: 909/653-4042

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series
9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series
4/18 Sonoma County, CA, Rnd 4
5/23 Fernley, NV, Rnd 5
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

NMA World Mini Grand Prix
4/7-11 Las Vegas, NV
Info: 562/868-8112

NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

Branson USA MX Championship
10/1-3 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
5/16 Rosarito, BC, Mexico, Rnd 2
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Road Race Series
4/17 Talladega, AL, Rnd 1
5/8 South Haven, MI, Rnd 2
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Road Race Series
4/16-18 Talladega, AL, Rnd 1
5/7-9 South Haven, MI, Rnd 2
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Grand National Road Race Finals
TBA Braselton, GA

WERA Vintage Road Race Series
4/10-11 Summit Point, WV
4/24-25 Millington, TN
5/15-16 Talladega, AL
5/22-23 Mount Meridian, IN
6/12-13 Grattan, MI
6/19-20 Summit Point, WV**
6/24-27 Indianapolis, IN**
7/3-4 Garrettsville, OH
7/10-11 Braselton, GA**
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN**
8/7-8 Faulkville, GA
8/7-8 South Haven, MI**
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH**
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA**
**double points event
Info: 770/924-8404

WERA Sportsman Road Race Series

North Central
4/24-25 Clermont, IN
5/7-9 South Haven, MI
5/22-23 Mount Meridian, IN
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN

Northeast
4/10-11 Summit Point, WV
5/15-16 Garrettsville, OH
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH

Mid-Central
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN

South Central
4/10-11 Henderson, TX
5/8-9 College Station, TX
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX

Southeast
4/16-18 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA C'ship Enduro Series
5/30 Assonet, MA
6/6 Wrentham, MA
6/13 Somers, CT
7/18 Oxford, MA
8/1 West Greenwich, RI
8/8 West Granville, MA
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
4/25 Modena, NY
5/16 Fishouse, NY
5/23 Burriville, RI
6/20 Thomaston, CT
6/27 Union, CT
7/4 Chelsea, VT
7/11 Windsor, MA
8/22 Union, CT
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
5/16 West Greenwich, RI
6/12-13 Loudon, NH
7/11 West Greenwich, RI
8/15 Chelsea, VT
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
4/17 Meriden, CT
4/24 Brimfield, MA
5/8-9 Wrentham, MA
5/15 Fishouse, NY
5/22 Burriville, RI
6/19 Thomaston, CT
6/26 Union, CT
7/10 Windsor, MA
7/24 Southampton, MA
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain Enduro Circuit Series
4/25 Post, TX
5/2 Chadron, NE
5/16 Montrose, CO
5/30 Limon, CO
6/13 Buena Vista, CO
6/27 Upton, WY
7/18 Rand, CO
8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Midwest Spring Motocross Championship Series
4/25 Kingsville, MO
5/16 Merwin, MO
Info: 816/331-6934

Missouri State MX C'ship Series
7/10 Kingsville, MO
7/18 Grain Valley, MO
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

YAMAHA

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Times ORANGE COUNTY
SATURDAY NIGHTS
April Thru September
GATES OPEN 6:30pm
FIRST RACE 7:30pm
1999 Season Opener April 10
TOYOTA
Coors LIGHT
YAMAHA
Spring Classic March 20
FOR TICKET INFORMATION, CALL 949/492-9933

What's happening? Cycle News Calendar.

AHRMA VINTAGE RACING
SUNDAY April 11th
HUNGRY VALLEY SVRA Motorplex
805-294-0020 sscmx.com

CRC 1999 California Race Schedule
100% PRO PAYBACK

Sunday	Apr. 11	CRC Motocross	LACR
Sunday	Apr. 18	CRC Motocross (Tri Race Series)	Edward's AFB
Sunday	Apr. 25	CRC Motocross (Tri Race Series)	LACR
Saturday	May 1	Shamrock GP	LACR
Sunday	May 2	Shamrock GP	LACR
Sunday	May 2	Dunestown Series MX	Edwards AFB

Sat. Practice Jan. 9 to May. 22 • 9am to 2pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

ZLT Racing PERRIS CALIFORNIA
Practice and Race Schedule for Perris Raceway
Effective March 30,1999 thru May 1, 1999

Wed.	Apr., 7	1:00pm to dusk
Sat.	Apr., 10	8:00am to 2:00pm
Sun.	Apr., 11	11am to 5pm
Tues.	Apr., 13	10:00 to 3:00 Big Bikes 3:00-dusk Minis
Wed.	Apr., 14	1:00pm to dusk

New Pee Wee Track available.
All minors must be accompanied by a parent or notorized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

Clayton Memorial Foundation

Helping Injured Motorcycle Racers

VIP Super Ticket

This ticket is brought to you by the generosity of Laguna Seca Raceway, The Dirt Diggers North M/C, Donner Ski Ranch, Fast Fridays Speedway and Agajanian Presents, Inc. and is a unique opportunity to support a great cause, and receive access to 5 of the most exciting motorcycling events of the summer for an unbelievable low price of $100.

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AMA SUPERBIKE NATIONAL AT LAGUNA™ SECA RACEWAY

APRIL 30-MAY 2

AMA SUPERBIKE NATIONAL SERIES ROUND 5
THE HONDA CHALLENGE OF LAGUNA SECA, APRIL 30-MAY 2

SEE THE FASTEST SUPERBIKE RACERS IN THE WORLD: MIGUEL DUHAMEL, DOUG CHANDLER, BEN BOSTROM

YOU'LL RECEIVE: A 3 DAY ALL ACCESS PASS, AND PIT PASS

HANGTOWN MOTOCROSS CLASSIC

DIRT DIGGERS NORTH MOTORCYCLE CLUB

MAY 14-16

WWW.HANGTOWNMX.COM 1-800-HANGTOWN

AMA/MAZDA TRUCKS 125/250 NATIONAL MOTOCROSS SERIES: ROUND 2/ THE HANGTOWN MOTOCROSS CLASSIC MAY 14-16

SEE THE STARS OF MOTOCROSS: LAMSON, CARMICHAEL, HENRY, MCGRATH, LAROCCO COMPETE FOR A $30,000 PURSE AT THIS LEGENDARY EVENT

YOU'LL RECEIVE: A 3 DAY ALL ACCESS PASS, VIP PARKING, AND PIT PASS

OLD HIGHWAY 40 MOTORCYCLE DAYS AT DONNER SKI RANCH AUGUST 14 & 15

- *4TH Annual Pavement Hillclimb Championship (3 miles, 37 turns, 1088' ascent)
- *2nd Annual Dirt Hillclimb Championship (650' long hill, ski lift assisted spectator access)
- *2nd Annual Geoff Aaron's Invitational Supertrials (10 of the worlds best trials riders)
- *Round 2 of the Super TT Triple Crown Series (dirt bikes duel it out on a 1/2 dirt, 1/2 street course)
- *Thunder Press Battle Trax (run what you brung, and see who corners best)

(530)426-3635 www.donnerskiranch.com

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SEE THE FASTEST SPEEDWAY RACERS IN THE COUNTRY, BATTLE IT OUT FOR A $10,000 PURSE ON ALCOHOL POWERED 500cc MOTORCYCLES WITH NO BRAKES!

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SEE THE FASTEST DIRT TRACK RACERS IN THE WORLD RACE BAR TO BAR 140 MILE PER HOUR AROUND THE CAL EXPO MILE DIRT TRACK

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Arkansas MX Spring Series
4/25 Donaldson, AR
5/2 Russellville, AR
5/9 Magnolia, AR
5/16 Hot Springs, AR
5/23 Donaldson, AR
Info: 870/342-5162 or 870/342-5373

Michigan State Fair SX Series
6/12 Hudsonville, MI
6/26 Muskegon, MI
7/9 Muskegon, MI
7/13 Onnekema, MI
7/17 Charlotte, MI
7/20 Marne, MI
7/22 Hastings, MI
7/25 Sandusky, MI
7/29 Holland, MI
7/30 Ionia, MI
8/10 Coldwater, MI
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

Missouri-Illinois Trials Association
4/11 White City, IL
5/30 Livingston, IL
6/13 Festus, MO
8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc C'ship Road Race Series
5/2 Riverside, CA
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
4/10-11 Rosamond, CA, Rnd 4
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Great River Road Raceway Motocross Series
4/10 Dyersburg, TN
4/24 Dyersburg, TN
5/9 Dyersburg, TN
7/31 Dyersburg, TN
8/8 Dyersburg, TN
Info: 901/286-6565 or http://www.flybynite.com

West Coast Flat Track Series
4/24 Perris, CA
6/12 Perris, CA
6/26 San José, CA
7/17 Watsonville, CA
Info: 714/529-6054

West Coast Vintage Flat Track Series
4/10-11 Rosamond, CA
6/13 Temecula, CA
6/26 Ventura, CA
9/19 Sacramento, CA
Info: 661/268-0105

Galpin Ford Dual Sport Adventure Series
4/11 Gorman, CA, Rnd 3
6/5-6 Lake Isabella, CA, Rnd 4
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
4/25 Lake Pleasant, AZ
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

AMX E-Z Up Dealer Series
4/18 Cottonwood, AZ
4/25 Wittman, AZ
Info: 520/743-7727

Georgia MX Spring Series
4/18 Edgefield, SC
5/30 Monroe, GA
6/13 Woodbine, GA
Info: 912/475-5711

Trials Incorporated Championship Trials Series
5/2 Lancaster, OH
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

STTARS Super TT American Racing Series
Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR
Southwest
6/5-6 Rosamond, CA
6/20 Buttonwillow, CA
10/3 Palomar, CA
12/3-5 TBA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
5/1-2 Loudon, NH
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, NS, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, Ontario, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
4/10 Jericho, UT
5/8 Jericho, UT
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
4/10-11 Bloomingdale, GA
4/24-25 West Palm Beach, FL
5/30-31 West Palm Beach, FL
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
4/10-11 South Beloit, IL*
5/1 Elkhart Lake, WI**
5/2 Elkhart Lake, WI**
5/22-23 South Beloit, IL
6/12-13 South Beloit, IL
7/10-11 South Beloit, IL
7/31-8/1 South Beloit, IL
8/14-15 Topeka, KS**
8/28-29 Brainerd, MN**
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
4/24-25 Summit Point, WV
5/22-23 Summit Point, WV
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
4/17-18 Loudon, NH
5/1-2 Loudon, NH
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing Championship
4/10-11 Bloomingdale, GA
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing Championship
4/10-11 Buttonwillow, CA
5/15-16 Chandler, AZ**
6/5-6 Chandler, AZ
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series
4/11 Berthoud, CO
4/18 Colorado Springs, CO
5/2 Colorado Springs, CO
5/9 Cheyenne, WY
6/5-6 Lakewood, CO
6/13 Colorado Springs, CO
6/20 Colorado Springs, CO
6/27 Colorado Springs, CO
7/11 Berthoud, CO
7/25 Cheyenne, WY
8/1 Colorado Springs, CO
8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda SX Series
4/24 Denver, CO
5/15 Greeley, CO
5/22 Grand Junction, CO
7/17 Colorado Springs, CO
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

Sunshine State Motocross Championship Series
4/11 Ocala, FL
4/18 Dade City, FL
4/25 Ocala, FL
5/2 Ona, FL
5/9 Reddick, FL
5/23 Orlando, FL
5/30 Dade City, FL
6/6 Ona, FL
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

KB Racing Promotions NorCal Championship Motocross Series
4/9 Sacramento, CA
4/23 Sacramento, CA*
5/7 Sacramento, CA*
5/28 Sacramento, CA*
6/11 Sacramento, CA*
6/25 Sacramento, CA*
7/9 Sacramento, CA*
7/23 Sacramento, CA**
8/13 Sacramento, CA**
8/27 Sacramento, CA**
9/10 Sacramento, CA**
9/24 Sacramento, CA**
10/8 Sacramento, CA**
10/22 Sacramento, CA
* spring series round
** fall series round
Info: 916/682-6123 or www.jps.net/kbracing

CMRA Endurance Road Racing Series
4/24-25 College Station, TX
6/4-6 Hallett, OK
6/19-20 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series
5/15-16 Calgary, AB, Canada, Rnd 1
6/11-13 Calgary, AB, Canada, Rnd 2
7/24-25 Calgary, AB, Canada, Rnd 3
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

MRAN Desert Series
4/24 Hiko, NV
5/22 Alamo, NV
6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track Championship Series
4/18 Temecula, CA
5/15 Temecula, CA
6/13 Temecula, CA
7/11 Costa Mesa, CA
7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track
5/8 Accord, NY
5/9 Harpursville, NY
5/15 Harpursville, NY
5/22 Harpursville, NY
5/23 Schenectady, NY
6/6 Schenectady, NY
6/12 Harpursville, NY
6/26 Accord, NY
7/17 Harpursville, NY
7/18 Schenectady, NY
7/24 Accord, NY
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Soil Hare Scrambles Series
5/2 Fosterburg, IL
6/6 Jonesboro, IL
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship Hare Scrambles Series
4/11 Budds Creek, MD
4/25 Dillwyn, VA
5/2 Martinsville, VA
5/16 Surry, VA
5/30 Ivor, VA
6/6 Glade Hill, VA
6/27 Pulaski, VA
8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series
4/18 Warren Grove, NJ
5/2 New Lisbon, NJ
5/30 New Philadelphia, PA
6/6 Rawlings, MD
6/13 Stanhope, NJ
6/27 Webb Mills, NY
7/18 Blain, PA
7/25 Crossforks, PA
8/1 West Greenwich, RI
8/8 Middlebury Center, PA
8/15 Speedsville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
4/11 Good Springs, PA
4/25 St. Georges, DE
5/8-9 Manahawkin, NJ
5/23 Woodland Twp, NJ
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series
6/20 Brandonville, PA
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

APRIL						
S	M	T	W	T	F	S
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MAY						
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23	24	25	26	27	28	29
30	31					

*Denotes Pro Payback

April 7-11

NEVADA MOTOCROSS - 28th annual NMA World Mini Grand Prix, Las Vegas MX Park, Las Vegas International Raceway, Las Vegas. Info: 562/868-8112 or 909/657-6782.

Wed, April 7

NEVADA GRAND PRIX - NMA World Mini Grand Prix, Las Vegas. Info: 310/868-8112.

Fri, April 9

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

April 10-11

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MOTOCROSS - International Old-Timers MX, Rocky Mountain Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA GRAND PRIX - AMA, District 37, Hilltoppers MC, Rodeo Grounds, Twentynine Palms. Info: 562/428-4971.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA ROAD RACE - Thunderhill Park, Shelby, Willows. Info: 530/934-5588.

CALIFORNIA TRIALS - Class A Trials and Stadium Exhibition, Pacific International Trails Society, Carnegie OHV Park, Livermore. Info: 925/828-2678.

GEORGIA MOTOCROSS - Loretta Lynn's area qualifier, AMA, Dixie Motorcycle Sports, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

TEXAS OBSERVED TRIALS - Lone Star Nationals, NATC, AMA, Rnds 1 & 2, Red River Motorcycle Park, Muenster. Info: 972/644-1275 or 972/745-9686.

Sat, April 10

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

ARKANSAS MOTOCROSS - AMA, area qualifier, Cedar Hill MX, Magnolia. Info: 888/222-9158.

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light '99 season opener, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA DRAG RACING - AMA Prostar West Drag Racing Series, Rnd 2, Bakersfield. Info: 256/852-1101.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Willow Springs Raceway, Rosamond. Info: 661/268-0105.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

* MISSOURI MOTOCROSS - Sprout Patch Competition, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - AMA, area qualifier, Cycle World, Hawk Point. Info: 314/338-4090.

* NORTH CAROLINA MOTOCROSS - NAME, Under The Light Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* PENNSYLVANIA MOTOCROSS - Competition Riders of America, Pymatuning Holeshot Raceway, Linesville. Info: 814/683-5655.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 3, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE ROAD RACE - Mid-South Amateur Championship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or http://www.flybynite.com.

TEXAS MOTOCROSS - AMA, area qualifier, Village Creek MX, Fort Worth. Info: 817/572-7713.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

* WEST VIRGINIA ARENACROSS - Holeshot Productions, from Morgantown, Reedsville. Info: 304/265-1256 or holeshotmx@aol.com.

April 11-16

COLORADO MOTOCROSS - Women's Motocross League, Elite Rider Training Camp, 2 Rivers, Johnstown.

April 11-25

* MISSOURI MOTOCROSS - R.J. Wohlberg Motocross Promotions, Challenge Tack, Kingsville. Info: 816/779-5020.

Sun, April 11

ALABAMA MOTOCROSS - first annual ATM MX Series, Ironman MX Park, Warrior. Info: 205/663-2512.

* ARIZONA MOTOCROSS - Box Trailer Giveaway Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

ARKANSAS MOTOCROSS - AMA, District 18, Cycle World, Hawk Point. Info: 314/338-4090.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 3, Trails of Tejon, Frazier Park, Gorman. Info: 818/701-1913.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 10, Petaluma.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Glen Helen, San Bernardino. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA HARE SCRAMBLES - Marin County Motorcycle Association, San Rafael. Info: 888/991-5180 or www.xmax.com/mcma.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Willow Springs Raceway, Rosamond. Info: 661/268-0105.

CALIFORNIA MOTOCROSS - Vintage Motocross, AHRMA/SSC MX, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.sscmx.com.

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50 STK A (EXP) THRU 8
50 STK STARTER 7-8*
50 MOD BEG 4-6
50 STK BEG 7-8
JR 50/PW50 4-6
JR 50/PW50 7-8
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50 STK BEG 4-6
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50 MOD B (NOV)THRU 8
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SUPER PEE WEE	125 INT
60 JR CYCLE 6-8	250 BEG
60 JR CYCLE 9-11	250 NOV
80 BEG THRU 11	250 INT
80 BEG 12-16	30+ BEG
80 THRU 11	30+ NOV
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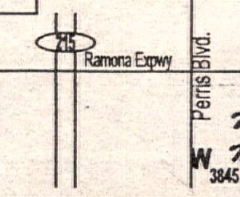

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rnd 6, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* FLORIDA MOTOCROSS - County Line Park, Fountain. Info: 850/769-9505 or 722-7616.

* FLORIDA MOTOCROSS - first annual South Florida Motocross Series, Rnd 3, Thundercross Motorsports Park, Okeechobee. Info: 941/357-6497.

* GEORGIA MOTOCROSS - AMA, Dixie MC Sport Inc., Georgia Championship Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 13th annual Motorcycle Parts Extravaganza, Bell-Claire County Fairgrounds, Belleville. Info: 319/462-6011.

* ILLINOIS SHORT TRACK - Pekin Motorcycle Club, Pekin. Info: 309/694-6581.

KANSAS MOTOCROSS - 4-State Best of the Best Series, Rnd 4, Racers Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS HARE SCRAMBLES - KORR Hare Scramble Series, Rnd 4, Silver City MX, Sterling. Info: 316/278-2487.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Motorcycle Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howel Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* MICHIGAN SUPERCROSS - Motocross Racing Association, Pontiac Silverdome, Pontiac. Info: 517/323-0763 or www.racemra.com.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.

MISSOURI MOTOCROSS - Buffalo Motocross. Info: 417/345-6981.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 2, Challenge Trax, Kingsville. Info: 816/779-5020.

MISSOURI MOTOCROSS - AMA, District 18, Spring Series, Rnd 3, Midwest Motorsports, Kahoka. Info: 660/727-3301.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Nasty Creek, Steelville. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Great Falls.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillisburg. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman, Raceway Park, 6th annual Manufacturers Contingency Bonus Day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 6, U.S. Eastern MX Spring Series, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA Carolina Ultra Series, Rnd 3, Cathey's Creek MX, Forest City. Info: 423/323-5497 or wwwvictory-sports.com.

* NORTH CAROLINA MOTOCROSS - AMC, Dirt World Promotions, Spring Series, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, PJ1 Day, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - IDK, Gravel Rama, Cleves. Info: 513/353-3555.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* PENNSYLVANIA MOTOCROSS - Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

SOUTH DAKOTA MOTOCROSS - Goat Eyewear Contingency, Yankton. Info: 605/665-9121 or 605/665-3512.

TENNESSEE CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

* WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, RB Racing, Connell. Info: 509/349-7181.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - High Plains Motocross Association, Douglas Motocross Club, Rnd 2, Douglas. Info: 307/261-3100.

Fri, April 16

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

April 17-18

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

CALIFORNIA ROAD RACE - Thunderhill Park, Classic Sports Racing Club, Willows. Info: 530/934-5588.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

* IDAHO MOTOCROSS - SIRA/EIMA, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 1, Grattan. http://www.girra.com/schedule.htm.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

MISSOURI MOTOCROSS - AMA, North and South-Central qualifier, Motosports Inc., Midwest Xtreme Park, Merwin. Info: 660/267-3400.

OREGON ROAD RACE - OMRRA, Motathlon, Oregon. Info: 503/221-1487.

TEXAS TRAIL RIDE - AMA/Suzuki Dual Sport Trail Ride Series, Trail Riders of Houston, Altair. Info: 281/376-4726.

* VIRGINIA MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Birch Creek MX, Danville. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, April 17

* CALIFORNIA SPEEDWAY - International Speedway, Sidecars and Midgets, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/CMXR, Carlsbad Raceway, Carlsbad. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA STADIUM CROSS - Southern California Stadium Cross Series, A.V. Fairgrounds, Lancaster. Info: 805/942-6040.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Big Valley Ford Spring Classic, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA MOTOCROSS - Motowest Club-Moto Super Saturday MX, Club-Moto Raceway, Livermore. Info: 415/587-8678 or 925/443-MOTO.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - WestCoast Motorsports, Starwest Spring Series, Starwest MX Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

COLORADO MOTOCROSS - Women's Motocross League, Ladies' International Cup, 2 Rivers, Johnstown.

CONNECTICUT ENDURO - New England Trail Rider Association, Nervous Novice, Meriden. Info: 860/875-5757.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA SUPERCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-5088 or 912/246-3607.

MISSOURI MOTOCROSS - AMA area qualifier, Midwest Extreme Park, Merwin. Info: 660/267-3400.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NORTH CAROLINA MOTOCROSS - NAME, Under The Light Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

* PENNSYLVANIA MOTOCROSS - Competition Riders of America, Pymatuning Holeshot Raceway, Linesville. Info: 814/683-5655.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 4, Jamestown. Info: 931/879-8557 or 879-7459.

* TEXAS SHORT TRACK - VDTRA National Checkered Flag Productions, Boyd Raceway, Boyd. Info: 940/683-4742.

* VIRGINIA MOTOCROSS - AMA, District 13, Northeast area qualifier, Mega Series Warmup, Birch Creek Motorsports, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, Mount St. Helens MC, Castle Rock. Info: 360/274-4346.

* WASHINGTON INDOOR DIRT TRACK - Catywampus Caveman MC, AMA, District 27, Grays Harbor Fairgrounds, Elma. Info: 425/745-4010.

* WEST VIRGINIA ARENACROSS - Holeshot Productions, from Morgantown, Reedsville. Info: 304/265-1256 or holeshotmx@aol.com.

Sun, April 18

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

CALIFORNIA MOTOCROSS - CRC, Tri-Race Series, Edwards AFB, Edwards. Info: 805/272-8889.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula. Info: 619/277-1591 or tritt@pacbell.net.

CALIFORNIA GRAND PRIX - District 36, Rnd 11, Shasta Dam GP National, Redding.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Out There, Jaw Bone Canyon, Cantil. Info: 818/340-1016.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Rnd 2, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - AMA, Vintage Motorcycle Days West, AHRMA, Sears Point Raceway, Sonoma. Info: 925/829-9386.

* CALIFORNIA MOTOCROSS - CMC Gold Rush Series, MaxTrack, Piru. Info: 949/367-1141.

* CALIFORNIA MOTOCROSS - GFI Spring Series, Rnd 3, Starwest, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - SSC Motocross, Castaic Brick Spring MX Nationals, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.sscmx.com.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rnd 7, Wild Rat Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

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Sun.,	Apr. 18	GFI Spring Series Round 3	Starwest
Sun.,	Apr. 25	GFI Spring Series Round 4	Perris
Sun.,	May 16	GFI Spring Series Round 5	Competition Park
Sat.,	May 29	GFI Spring Awards	Starwest

GFI RACING (209) 656-9682
Northern Region Yamaha Contingency

Sun. Apr. 18	AXO Spring Series Round 2	Hollister Hills GP Track Hollister, CA
Sun. Apr. 25	AXO Spring Series Round 3	Carnegie Cycle Park Livermore, CA
Sun., May 2	AXO Spring Series Round 4	Oatfield Race Way Turlock, CA

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Sat., Apr. 27	Carlsbad CMXR (Gates Open at 7:30am)	Carlsbad,CA

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* FLORIDA MOTOCROSS - first annual South Florida Motocross Series, Rnd 4, Thundercross Motorsports Park, Okeechobee. Info: 941/357-6497.

IDAHO MOTOCROSS - 10th annual Black Derby Racing, Hi Point Team Race, SIDRA, AMA, Missile Site Road. Info: 461-1952 or 887-7654.

* ILLINOIS SHORT TRACK - Pekin MC, AMA, District 17, Pekin. Info: 309/697-4413.

* KENTUCKY MOTOCROSS - Daniel Boone MX, London. Info: 606/877-1364 or www.mxaction.com.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MARYLAND HARE SCRAMBLES - AMA, Districts 7 & 5 Ironman Hare Scrambles Series, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MISSOURI MOTOCROSS - Top Gun Series, Rnd 1, Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide Open Motocross Park, Lebanon. Info: 417/588-9777.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Missouri Dirt Riders, Lebanon. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Anaconda.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend. Info: 308/345-3744.

* NEVADA MOTOCROSS - Moto X West, Nevada Old-Timers, Rnd 5 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

NEW JERSEY ENDURO - ECEA/MSR, Rnd 4, Motorcycle Comp. Inc., Warren Grove Fire House, Warren Grove. Info: 732/899-9392 or www.ecea.org.

* NEW MEXICO DESERT RACE - Prairie Dawg MC and NMDRC, Mesilla Valley 100, Las Cruces/Hatch. Info: 505/437-7448.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

* NEW YORK MOTOCROSS - CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles Series, State Line MC, Belwood. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA MOTOCROSS - AMC, Dirt World Promotions, Spring Series, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OHIO MOTOCROSS - CRA, Western Reserve MC, Salem. Info: 330/337-8077.

OHIO START-UP RUN - District 12 of Ohio Motorcycle Association, Junction. Info: 419/393-2625.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

* OHIO HARE SCRAMBLES - AMA, District 11, Dynamic Promotions, Constitution Ridge, Belpre. Info: 740/593-6704.

* OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, CRA, Buckeye Series, Mansfield. Info: 419/774-1244.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 419/562-7325.

* OHIO MOTOCROSS - IDK Gravel Rama, Cleves. Info: 513/353-3555.

OKLAHOMA MOTOCROSS - Oklahoma State Series, Rnd 4, Oklahoma Sugar Bowl, Perkins. Info: 405/743-1515.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Drapper Lake South. Info: 405/390-5227 or members.aol.com/occra.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, Pine Grove. Info: 570/345-6340 or 570/345-8734.

* PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA MOTOCROSS - Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

SOUTH DAKOTA MOTOCROSS - Goat Eyeware Contingency, Sioux Falls. Info: 605/361-2043.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

* VIRGINIA MOTOCROSS - AMA, District 13, Northeast area qualifier, Rnd 4, Mega Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle MC, Castle Rock. Info: 206/433-8706.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV, Richland. Info: 509/837-3595 or squisher417.

* WASHINGTON DIRT TRACK - Okan County Dirt Trackers, Okanogan Washington Fairgrounds, Okanogan. Info: 509/997-4753 or http://come.to/dirttrack.

Fri, April 23

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

OHIO MOTOCROSS - CRA and Patriot Promotions, Wayne County Speedway, Orville. Info: 330/948-4613 or 330/682-7435.

April 24-25

CALIFORNIA POKER RUN - High Desert Charities, Bureau of Land Management, Barstow. Info: 760/252-3093.

CALIFORNIA ROAD RACE - Thunderhill Park, SCCA Regional, Willows. Info: 530/934-5588.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

OHIO DRAG RACE - AMA, Prostar, 4th annual AMA Nationals, Columbus. Info: 256/852-1101.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Pro Sport MX, Wytheville. Info: 423/323-5497 or wwwvictory-sports.com.

* WEST VIRGINIA HILLCLIMB - Jack's Run Motorsports, Ripley. Info: 304/372-2269.

Sat, April 24

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Register's Kids Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/CMC, Glen Helen, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, Spring Classic, night race, Rnd 1 North, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMXR, Woman's Day, Sherpa Motorsports Series, Rnd 2, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - WestCoast Motorsports, Starwest Spring Series, Starwest MX Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

* COLORADO SUPERCROSS - SRAC/Mazda SX Series, Rnd 1, Colorado Motorsports Promotions, Denver. Info: 303/988-7722 or 303/989-7436.

* GEORGIA MOTOCROSS - Triple Cross Series, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

MASSACHUSETTS ENDURO - New England Trail Riders Association, Nervous Novice, Brimfield. Info: 860/875-5757.

* MISSOURI MOTOCROSS - Sprout Patch Competition, Billings. Info: 417/744-2593.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

* PENNSYLVANIA MOTOCROSS - Competition Riders of America, Pymatuning Holeshot Raceway, Linesville. Info: 814/683-5655.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 4, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE MOTOCROSS - Mid-South Amateur Championship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or http://www.flybynite.com.

* VIRGINIA MOTOCROSS - Lake Sugar Tree, Axton. Info: 336/342-3737 or 342-9027 or www.lakesugartree.com.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

WEST VIRGINIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Wilderness, Clarksburg. Info: 304/284-0084.

Sun, April 25

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Motocross Spring Series, Rnd 4, Arkansas Motosports Park, Donaldson. Info: 501/337-4834 or 501/332-8904.

CALIFORNIA MOTORCYCLE SHOW - Pacific Coast Dream Machines, Half Moon Bay Airport, Half Moon Bay. Info: 650/726-2328.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - SRA GP, Competition Park, San Jacinto. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, Tri-Race Series, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Starwest, Moreno Valley. Info: 562/941-1515.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Carnegie Cycle Park, Rnd 3, Livermore. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - CMC, Spring Classic MX Nationals, Rnd 1 South, Glen Helen Raceway, San Bernardino. Info: 949/367-1141.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA HARE AND HOUND - AMA, District 37 Vikings MC, Lucerne Valley, Camprock Road, Lucerne Valley. Info: 805/944-1517 or nmcnabb@do.lancaster.nedmcnabb.

* CALIFORNIA MOTOCROSS - GFI Spring Series, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, AHRMA, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

San Diego's Honda Kawasaki Suzuki • Yamaha Sea Doo House of Motorcycles

8th Annual PowerSports Expo
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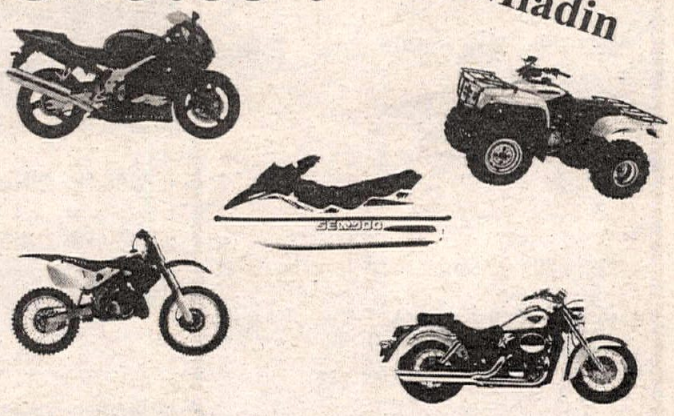

Motorcycle, ATV or Watercraft

Drawing at 4:00 p.m. Must be present to win. Drawing tickets available prior to event at cashier stand for a $5.00 donation to St. Jude Childrens Research Hospital. Product subject to change.

FREE! Over $10,000 In Prizes
FREE! Honda Spray Polish (while supplies last)
FREE! Event T-Shirt (while supplies last)
FREE! Food

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4904 El Cajon Blvd., San Diego, CA 92115
(619) 229-7700

What's happening? Cycle News Calendar.

Check out what our readers are saying about Cycle News On-Line!

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-Josh & Larry Allen via Internet

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125cc, 250cc, 600cc, Open
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PRO-AM CLASSES 250cc, 600cc, 750cc, 883
5 or More Entries To Make A Class

SIGN UP	PRACTICE	HEATS	RACE
9:00 am	10:00 am	NOON	2:00 pm

AMA SANCTIONED

AMA SANCTIONED

SUNDAY, MAY 2, 1999
Rain Date, May 16, 1999
AMERICAN LEGION PARK-POST 492
Jerseyville, Illinois Route 267
15 Miles North of Alton
Free Parking Gate $12.00 No Coolers
Children Under 10 FREE with Parent
Pat (314) 831-0977 • Frank (314) 831-3913
American Legion (618) 498-5757

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA
www.GlenHelen.com
CALL 24 HOURS FOR RACE & PRACTICE INFO (909) 880-3090

Thurs.,	Apr. 8	MX Practice	8am till Dusk
Sat.,	Apr. 10	MX Practice	8am till 2pm
Sun.,	Apr. 11	OTHG MX	Gates open 6:30 am
Thurs.,	Apr. 15	MX Practice	8am till Dusk

The White Brothers 4-Stroke MX World Championships • April 18, 1999

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat.,	Apr. 10	Open MX Practice (9am - 2pm)
Sat.,	Apr. 24	Open MX Practice (9am - 2pm)
Sat.,	May 8	Open MX Practice (7am - 12noon)
Sat.,	May 22	Open MX Practice (7am - 12noon)

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

RACING ON THE TUBE

APRIL BROADCASTS

DATE	TIME	EVENT	NETWORK
4/8/99	2:00 AM	MotoWorld (R)	ESPN2
4/8/99	2:00 PM	AMA Supercross - St. Louis, MO (R)	ESPN2
4/8/99	6:30 PM	MotoWorld	ESPN2
4/8/99	7:00 PM	Bike Week - Dave Despain, host	Speed
4/9/99	2:30 AM	MotoWorld (R)	ESPN2
4/9/99	6:00 AM	MotoWorld (R)	ESPN2
4/10/99	7:00 AM	Suzuki Great Outdoors	ESPN
4/15/99	6:30 PM	MotoWorld	ESPN2
4/15/99	7:00 PM	Bike Week - Dave Despain, host	Speed
4/16/99	6:00 AM	MotoWorld (R)	ESPN2
4/17/99	7:00 AM	Suzuki Great Outdoors	ESPN
4/18/99	4:00 AM	MotoWorld (R)	ESPN2
4/18/99	5:00 PM	AMA Superbike - Willow Springs (Live)	Speed
4/18/99	8:00 PM	FIM World Superbike	Speed
		Phillip Island (Same Day Delay)	
4/18/99	9:00 PM	FIM World GP 250 - Malaysia	Speed
4/18/99	10:00 PM	FIM World GP 500	Speed
		Malaysia (Same Day Delay)	
4/19/99	9:00 PM	AMA Supercross - Pontiac, MI	EPN2
4/20/99	7:00 PM	American Thunder	Speed
4/20/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
4/20/99	9:00 PM	AMA 600 Supersport - Willow Springs	Speed
4/20/99	10:00 PM	FIM World Supersport - Kyalami	Speed
4/22/99	2:00 PM	AMA Supercross - Pontiac, MI (R)	ESPN2
4/22/99	6:30 PM	MotoWorld	ESPN2
4/22/99	7:00 PM	Bike Week - Dave Despain, host	Speed
4/22/99	10:00 PM	Legends of Motorsport	Speed
		Australian Int'l 1960	
4/23/99	2:30 AM	MotoWorld (R)	ESPN2
4/24/99	6:00 AM	MotoWorld (R)	ESPN2
4/24/99	7:00 AM	Suzuki Great Outdoors	ESPN
4/24/99	5:00 PM	AMA Supercross - New Orleans, LA	ESPN2
4/25/99	5:00 PM	AMA Superbike - Sears Point (Live)	Speed
4/25/99	10:00 PM	FIM World GP 500	Speed
		Japan (Same Day Delay)	
4/27/99	8:00 PM	AMA Formula Xtreme - Willow Springs	Speed
4/27/99	9:00 PM	AMA 600 Supersport - Sears Point	Speed
4/29/99	2:00 PM	AMA Supercross - New Orleans, LA (R)	ESPN2
4/29/99	6:30 PM	MotoWorld	ESPN2
4/29/99	7:00 PM	Bike Week - Dave Despain, host	Speed
4/30/99	10:00 PM	FIM World GP 125 - Malaysia	Speed

All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

WHITE BROTHERS
4-STROKE WORLD CHAMPIONSHIPS
Sun April 18 • Glen Helen Park
San Bernardino CA • Info 714-880-3090

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* CALIFORNIA MOTOCROSS - SSC Motocross, Castaic Brick Spring MX Nationals, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.sscmx.com.

CANADA TRAIL AND DUAL SPORT - Kawasaki Trail Ride and Dual Sport Series, Beagle Bash Trail Ride, Turkey Point, Ontario. Info: 905/666-9734.

* COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* FLORIDA MOTOCROSS - County Line Park, Fountain. Info: 850/769-9505 or 722-7616.

* GEORGIA MOTOCROSS - Wings & Wheels, AMA Georgia Championship MX Series, Bremen Race Park, Bremen. Info: 770/941-8464 or dirtman23@aol.com.

* ILLINOIS SHORT TRACK - Pekin MC/AMA, District 17, Pekin. Info: 309/697-4413 or dirttrackd17dir@juno.com.

ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankfort. Info: 815/436-3396.

KANSAS MOTOCROSS - 4-State Best of the Best Series, Rnd 4, Racers Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 3, Green Acres, Marion. Info: 316/382-2915.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MICHIGAN BEAN SOUP RUN - District 12 of Ohio Motorcycle Association, Temperace. Info: 734/246-2527.

MISSISSIPPI MOTOCROSS - First annual ATM MX Series, Motocross 886 of Mongo, Tupelo. Info: 601/489-8316.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Midwest Spring Series, Rnd 5, Challenge Trax, Kingsville. Info: 816/779-5020.

* MISSOURI MOTOCROSS - AMA, District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296 or www.moberlymo.com/hlr.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Marshfield Hare Scrambles, Marshfield. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Hungry Horse.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Alma. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

* NEVADA MOTOCROSS - Moto X West, Reno OTHG, Rnd 6 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, Rnd 2, 7th annual Thor/Parts Unlimited, Northeast MX Classic Series, Englishtown. Info: 732/446-7800.

* NEW YORK MOTOCROSS - 10th annual Dunlop Day, Hunt Moto Park, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

NEW YORK MOTOCROSS - AMA, District 34, Claverack Motocross Club, Claverack. Info: 518/828-6149.

NEW YORK HARE SCRAMBLES - NETRA, Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* OHIO DIRT TRACK - AMA, Dayton Motorcycle Club, Clark County Fairgrounds, Springfield. Info: 937/263-9321 or www.daytonmc.org.

OHIO HARE SCRAMBLES - CRA, Wagner Racing Promoting, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, District 7, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

SOUTH DAKOTA MOTOCROSS - Goat Eyewear, Yankton. Info: 605/665-9121 or 605/665-3512.

TEXAS ROAD RIDE - Pediatric Brain Tumor Foundation, Ride For Kids, Houston. Info: 828/665-6891.

* VIRGINIA MOTOCROSS - AMA, Districts 13 & 29, Rnd 7, U.S. Eastern Motocross Spring Series, Lake Sugar Tree, Axton. Info: 336/342-9027.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV, Richland. Info: 509/837-3595 or squisher417.

WEST VIRGINIA CROSS COUNTRY - Racer Productions Inc., Wilderness, Clarksburg. Info: 304/284-0084.

* WYOMING MOTOCROSS - HPMA, Rnd 3, Fremont County Racers Association, FCRA Motocross Track, Riverton. Info: 307/261-3100.

May 1-2

CALIFORNIA MOTOCROSS - International Old-Timers MX, Sierra Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA MOTOCROSS - Old-Timers MX, Sierra Old-Timers, River Front Park, Marysville. Info: 408/867-9798.

CALIFORNIA ROAD RACE - Thunderhill Park, NASA, Willows. Info: 530/934-5588.

CALIFORNIA GRAND PRIX - AMA, District 37, Sunland Shamrocks MC, Los Angeles County Raceway, Palmdale. Info: 818/767-4594 or www.district37ama.org.

* GEORGIA MOTOCROSS - Georgia Championship, AMA, SYD Racing, Lazy River MX Ranch, Chatsworth. Info: 706/278-1620.

KENTUCKY TRAIL RIDE - Racer Productions, Renfro Valley. Info: 304/284-0084.

MISSOURI MOTOCROSS - AMA, District 18, Cycle World, Hawk Point. Info: 314/338-4090.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

WISCONSIN SWAP MEET - 12th annual Rolling Thunder MC, at S-K Service parking lot, Hatley. Info: 715/446-2225.

Sat, May 1

* CALIFORNIA MOTOCROSS - WestCoast Motorsports, Starwest Spring Series, Starwest MX Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

* CALIFORNIA SPEEDWAY - International Speedway, Skirt Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA GRAND PRIX - CRC, Shamrock GP, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Motowest/Club-Moto Super Saturday MX, Club-Moto Raceway, Livermore. Info: 415/587-8678 or 925-443-MOTO.

* CALIFORNIA MOTOCROSS - NMA, Grand National MX qualifier, Club-Moto Raceway, Livermore. Info: 415/587-8678.

FLORIDA FLAT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA SUPERCROSS - West Florida Motocross Park, night race, Milton. Info: 850/623-6038.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motorplex, Charlestown. Info: 812/256-5517 or podium/.com.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 4, night race, Kingsville. Info: 816/779-5020.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO HALF-MILE - AMA, Fast Track Racing, District 15, Van Wert County Fairgrounds, Van Wert. Info: 219/244-4234.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, GT Thunder Night, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

Sun, May 2

ALABAMA MOTOCROSS - First annual ATM MX Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Spring Series, Rnd 5, Russellville. Info: 870/342-5162 or 870/342-5373.

CALIFORNIA GRAND PRIX - CRC, Shamrock GP, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CRC, Dunestown Series, Edwards AFB, Edwards. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Oatfield Race Way, Rnd 4, Turlock. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

* COLORADO GRAND PRIX - SRAC/Mazda MX Series, Rnd 8, M&M Connections, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

CONNECTICUT AMATEUR TRIALS - New England Trials Association, Meriden Motorcycle Club, Meriden. Info: 781/938-9298 or people.ne.mediaone .net/trials-neta/index.html.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* ILLINOIS HALF MILE - Pro-Am Dirt Track, Missouri Mules MC, AMA, District 17, American Legion, Jerseyville. Info: 314/831-0977.

* ILLINOIS HARE SCRAMBLES - AMA, Soil Hare Scrambles Series, Splinter Creek Dirt Riders Clubgrounds, Fosterburg. Info: 618/235-4777.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 4, Whoopmaster and Broadway, Wichita. Info: 316/942-8584.

MARYLAND MOTOCROSS AND HARE SCAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Rnd 4, Kahoka. Info: 660/727-3301.

* MISSOURI MOTOCROSS - NMA qualifier, Ozark Region, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Top Gun Series, Rnd 2, Possum Hollow MX, Halltown. Info: 417/581-1977.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, North Platte. Info: 308/345-3744.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, U.S. Eastern Motocross Spring Series, Rnd 8, East Bend Speedway, East Bend. Info: 336/699-3629.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles Series, State Line MC, Rock House, Morganton. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA MOTOCROSS - Spring Series, AMC, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484.

OHIO ROAD RIDE - District 12 of Ohio Motorcycle Association, Knights of Tiffin Bean Soup Run, Country Choppers, Cygnet. Info: 419/833-3513.

* OHIO MOTOCROSS - Motocross Racing Association, Season Opener, Sandusky Valley Riders MC, Tiffin. Info: 419/425-1515 or 734/241-1600.

OHIO HALF-MILE - AMA, Fast Track Racing, District 15, Van Wert County Fairgrounds, Van Wert. Info: 219/244-4234.

* OHIO MOTOCROSS - Kenworthy's GP Club, Kenworthy's MX Park, Troy. Info: 937/335-4763 or www.kenworthysmxpark.com.

OHIO HARE SCRAMBLES - CRA, Proffer Promotions, Big Valley Raceway, East Palestine. Info: 330/538-2220.

OKLAHOMA MOTOCROSS - Field of Dreams, Oklahoma State Series, Rnd 5, Okmulgee. Info: 918/758-0793.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Anadarko. Info: 405/390-5227 or members.aol.com/occra.

* PENNSYLVANIA SHORT TRACK - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., High Point Raceway, Mt. Morris. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., Spring Series, High Point Raceway, Mount Morris. Info: 304/284-0084.

SOUTH DAKOTA MOTOCROSS - Goat Eyewear Contingency, Sioux Falls. Info: 605/361-2043.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, Cumberland Furnace. Info: 615/859-0873.

* WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State C'ship Series, Olympic Peninsula MC, Port Angeles. Info: 360/417-0664.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Hora Rapids ORV, Richland. Info: 509/837-3595 or squisher417.

Fri, May 7

CALIFORNIA MOTORCYCLE SWAP MEET - Inter Shows Motorsport Promotions Inc., Indoor Motorcycle Swap Meet Series, Orange County Fairgrounds, Costa Mesa. Info: 949/582-2371.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or fastfriday@aol.com.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO MOTOCROSS - CRA, Wayne County Speedway, Orville. Info: 330/948-4613 or www.waynecountyspeedway.com.

May 8-9

CALIFORNIA ROAD RACE - Thunderhill Park, Northern California Karters, Checkered Flag, Willows. Info: 530/934-5588.

CALIFORNIA DUAL EUROPEAN SCRAMBLES - AMA, District 37, Badgers Motorcycle Club, Red Mountain, Ridgecrest. Info: 661/269-1365 or http://www.av.qnet.com/-dpostma.

ILLINOIS MOTOCROSS - AMA, area qualifier, Lincoln Trails MX, Casey. Info: 217/932-2041.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 2, Putnam. http://www.glrra.com/schedule.htm.

NEVADA GRAND PRIX - 29th Virginia City Grand Prix, Western States Racing, District 36, Rnd 12, Virginia City GP, Virginia City. Info: 775/853-6911.

Sat, May 8

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

* CALIFORNIA SPEEDWAY - International Speedway, Mother's Day Mayhem, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, Gorman. Info: 760/744-8052.

CALIFORNIA MOTOCROSS - Women's Motocross League National, AMA, Rnd 1, Glen Helen, San Bernardino.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA MOTOCROSS - Motowest/Club-Moto Super Saturday MX, Club-Moto Raceway, Livermore. Info: 415/587-8678 or 925/443-MOTO.

* CALIFORNIA MOTOCROSS - NMA, Grand National MX qualifier, Club-Moto Raceway, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CMXR, Sherpa Motorsports Series, Rnd 3, Old-Timers Club, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - WestCoast Motorsports, Starwest Spring Series, Starwest MX Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motorplex, Charlestown. Info: 812/256-5517 or podium.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MICHIGAN MOTOCROSS - NMA North Central qualifier, Dutch Sport Park, Bloomingdale. Info: 616/554-8071 or nma@mei-inc.com.

* MISSOURI MOTOCROSS - Sprout Patch Competition, NMA qualifier, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 5, night race, Kingsville. Info: 816/779-5020.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, Semi-Pro Race Day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* NORTH CAROLINA MOTOCROSS - NAME, Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO BIKE RUN - Blessing of the Bikes and Memorial Run, Abate of Ohio Inc., Region Zero, at Carlton Harley-Davidson, Mantua. Info: 330/425-7830 or billbobbs@aol.com.

* OHIO MOTOCROSS - Motocross Racing Association, Triple-cross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 5, Jamestown. Info: 931/879-8557 or 879-7459.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sun, May 9

* ARKANSAS MOTOCROSS - Dirt Bike Mike Promotions, Arkansas Spring Series, Rnd 6, Magnolia. Info: 870/342-5373 or 870/234-1303.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Mini Pine Trail Ride, Northumberland Forest, Ontario. Info: 905/666-9734.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

IOWA MOTOCROSS - Goat Eyewear Contingency, Fort Dodge. Info: 515/955-6686.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

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City/Town: _____ State: _____

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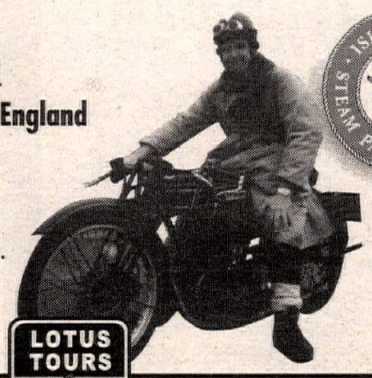

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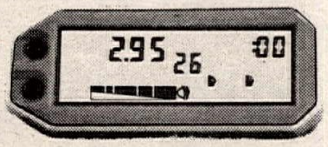

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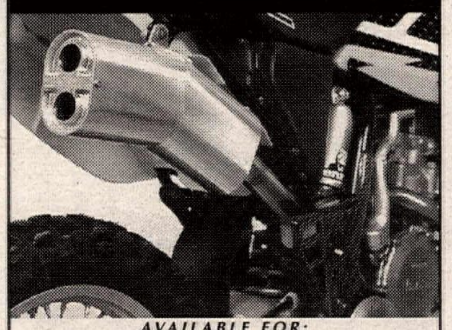

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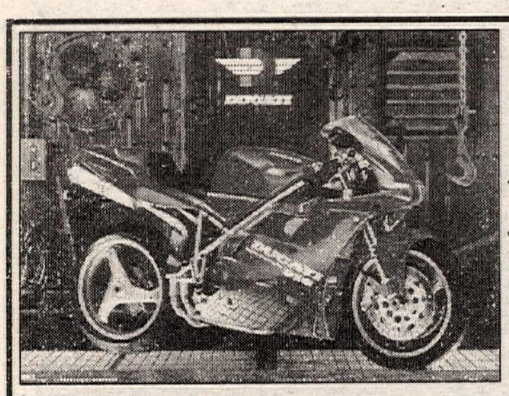

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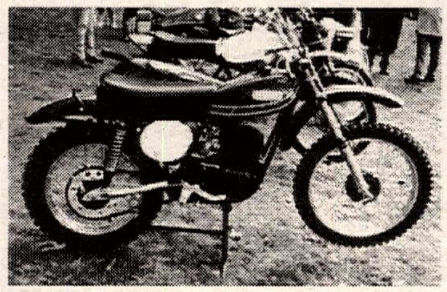

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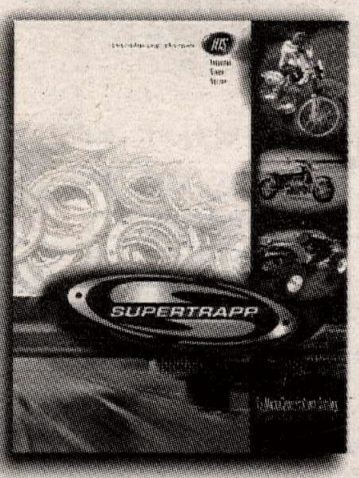

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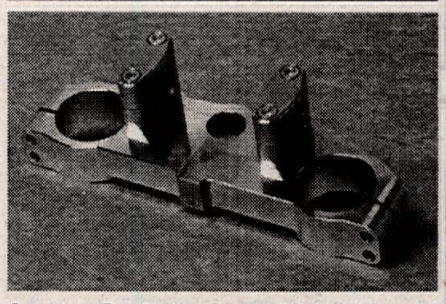

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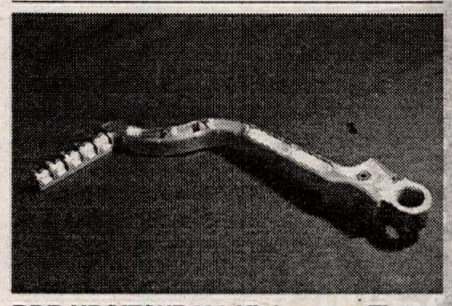

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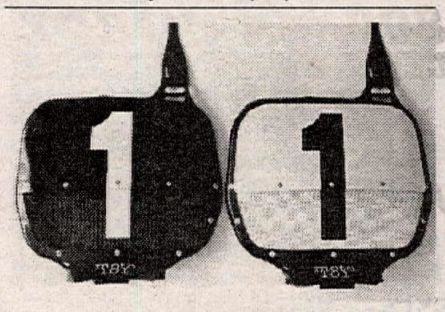

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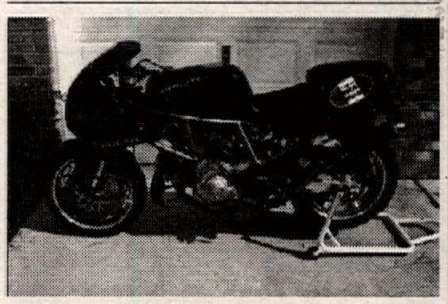

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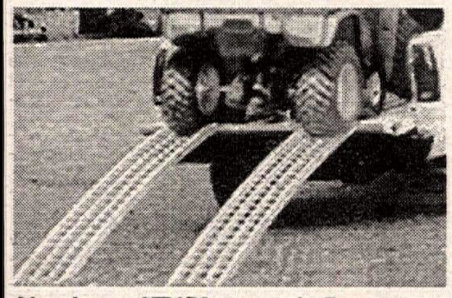

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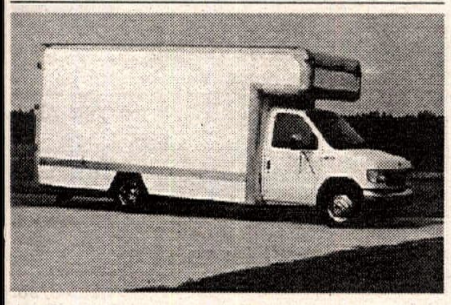

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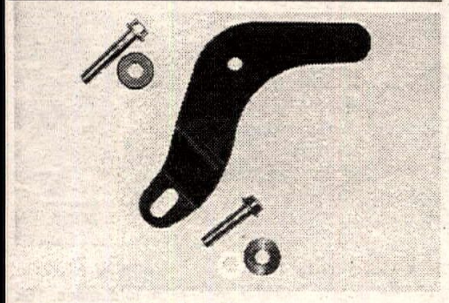

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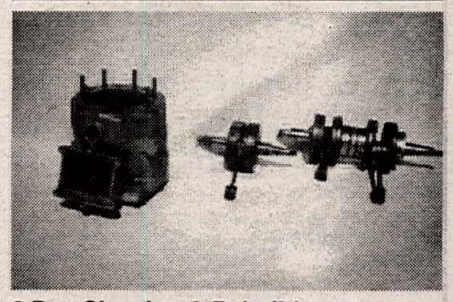

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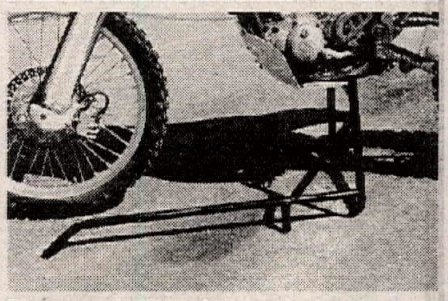

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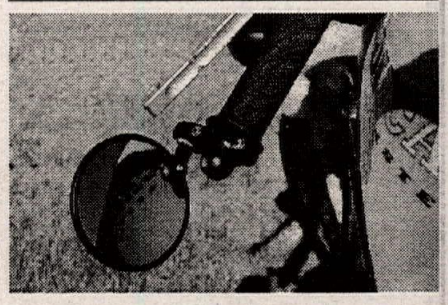

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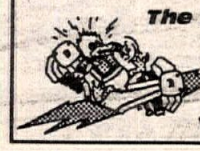

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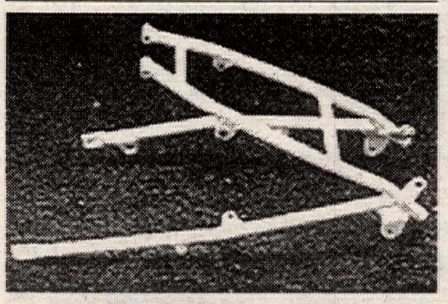

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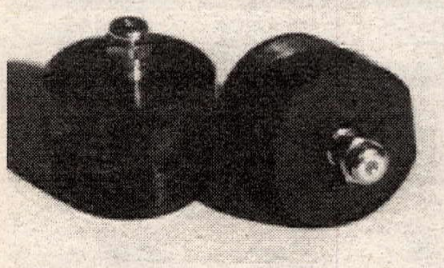

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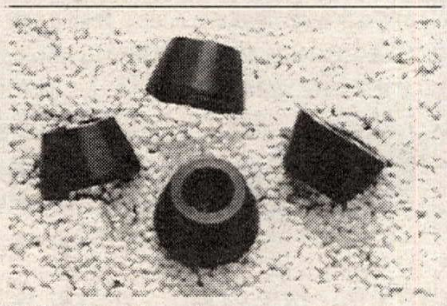

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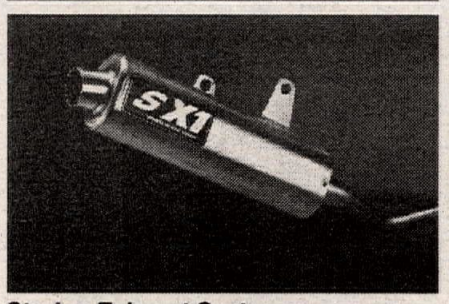

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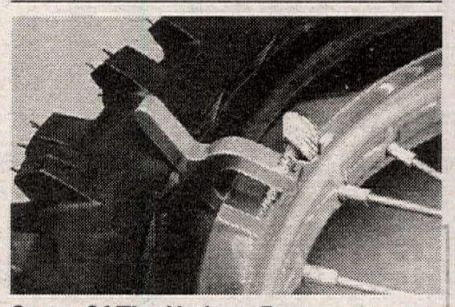

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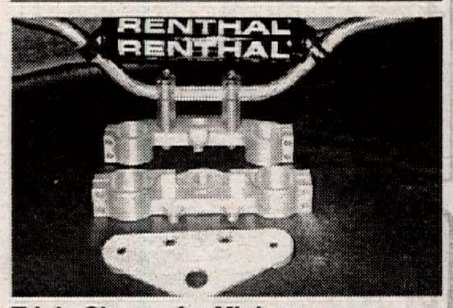

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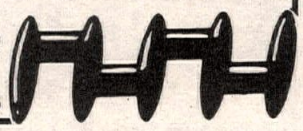

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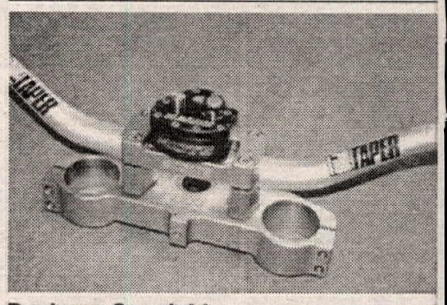

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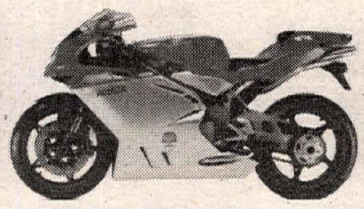
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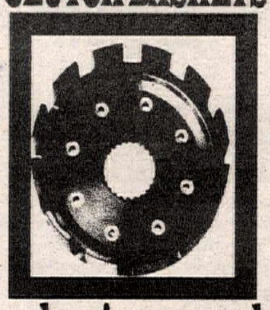

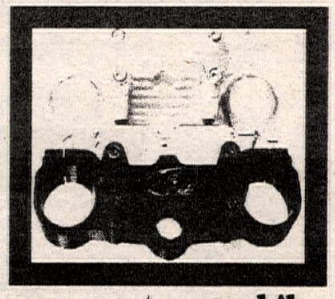
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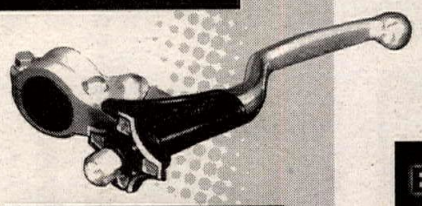

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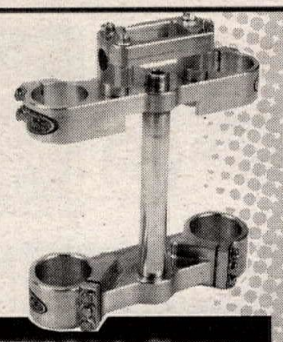

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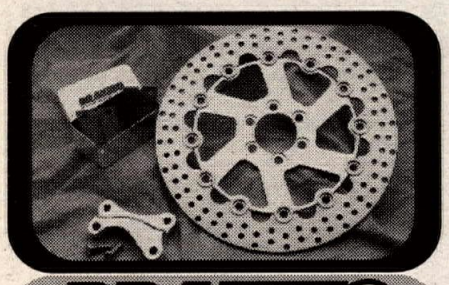

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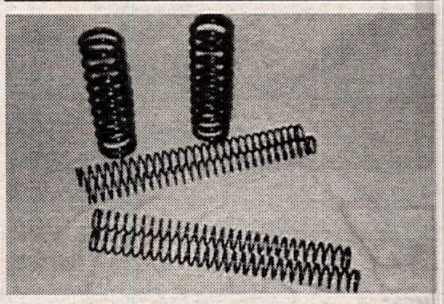

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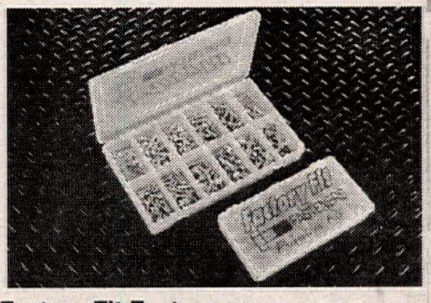

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In The Tapes

BY SCOTT ROUSSEAU

It doesn't seem so long ago, but it has actually been about seven years since the time that I was an intern at Cycle World magazine and was given my first assignment. The job was to go out and interview a former top motocross racer who had been paralyzed in a racing accident and see what he had been up to in the five years since his crash.

One of the staff photographers and I met up with this former champion at his home in Southern California, and while we were in his back yard I spied his son racing around on his BMX bicycle. The man attempted unsuccessfully to get his son to park the bike and play catch, but it was clear that all the kid wanted to do was ride. I made a light-hearted comment, something like, "Well, it looks like so-and-so is going to be the next motocross champion to come from this family."

The former racer looked at me and replied in a way that I never expected and, to this day, have never forgotten.

"I'm trying to discourage that," he said in a manner that really didn't invite my asking why.

Now, I understand that the decision parents face regarding whether or not to let their child race motorcycles is certainly not one to be made lightly. After all, despite its controlled environment, motor racing is dangerous. Any time you participate in something where the object is to gather more speed than the other guy, it is going to be dangerous. Constantly improving technology has taken man to such dizzying heights these days that a 200-mph pass in the quarter mile means that something on the car broke, and a double jump is usually something that you sail over on your way to landing the triple. And there are other considerations, such as expense and the tremendous amount of time that must be burned if a racing effort has any hope of being successful. And how many really are? For every Jeremy McGrath or Ricky Carmichael, there are thousands of racers whose bid for the big time falls short. Is that it? Is failure too big a price to pay?

One of my favorite columns ever was written in a 1979 copy of Motocross Action magazine, in which then-editor Dick Miller talked about the decisions that he faced when his son, Rick, wanted to race. Here was a man who was the editor of a popular motocross publication, who dealt with racing and racers every day, and yet when it came time for him to decide whether or not his own son could go racing, he had to seriously mull it over before giving the okay. Miller went on to explain the pros and cons of letting kids race. In the end, it worked out for the Millers, as Rick began racing speedway and went on to have a very successful career racing in Europe. He even contested for World Championships as an individual and as a member of Team USA.

I realize that it doesn't work out for everybody, but I thought that the decision to "let the kid race" was more of a no-brainer, which just goes to show you how naive I am. Anyway, I thought that it might be interesting to contact a few other dads that I know just to learn whether or not they would want their son or sons to race. The list isn't long, but as you'll see, it is rather distinguished.

Lets start with Aaron Yates. Elsewhere in this issue you can read that the Muzzy Kawasaki road racing star and his wife, Heather, were recently blessed with the birth of a son, Ashton Aaron Yates, on April 2. As of this writing, Ashton is less than a week old, but dad already admits to having given the motorcycle thing some thought.

"Yeah, somewhat," Yates says. "I haven't thought about it much, but I'm thinking that when my kid grows up, I plan on putting him on a mini bike and teaching him how to race if he wants to race, and how to go fast. I think that with my knowledge and experience, that can only help him. I intend to let him do whatever he wants to do. He will have a lot of opportunities to do whatever he wants, but I'm not going to push him to do anything."

Although Yates wasn't born into anything resembling the Roberts or Roeder clans, he got the motorcycle bug the same way. It was passed on from his father.

"My dad did some regional short-track racing in Alabama and Georgia," Yates says. "He raced around the time I was born. When I was 5 years old, he got me a minibike, but he didn't really push me to go racing, but we went. It was a father-son deal, and it kept us pretty close."

The "family that plays together" aspect of motor racing cannot be denied, and that's probably one of the biggest reasons that former AMA Grand National Champion Chris Carr would be willing to let his sons, Cale, 2, and Cameron, who is just 5 months old, follow in his footsteps.

"I'm of the firm belief that if my kids choose to race, then they will have a good teacher, and I will support them," Carr said. "If they choose to play golf... well, then they won't have as good a teacher, and I will support them.

"But racing was an opportunity for myself and my parents to do something that we enjoyed together," Carr recalled. "Racing families are just different than other families. I know some families in Northern California who like nothing better than to leave their 14- or 15-year-old kids behind and go to Lake Tahoe for the weekend."

But what about the danger? Carr is well aware of it, having seen several of his fellow dirt trackers lost to horrifying accidents.

"Racing is a dangerous endeavor," Carr says. "I know it, and my kids would have to know it. You have to be willing to accept those consequences. If you are afraid of getting hurt, then you shouldn't even go out there. It's worse for me to overcome the stigma that we are all just a dumb lot of guys. Getting respect from the people who put on our races is one thing (that's negative) that I wouldn't want my kids to have to deal with."

But not everybody thinks that the race track is the best place for a child to grow up, and all the worse if he wants to make it his profession. One such viewpoint that opposes Carr's comes from nine-time AMA Grand National Champion Scott Parker. Would Parker be willing to support his 2-year-old son, Austin Scott, if "Spike" wanted a bike?

"Probably not," Parker said. "We probably won't even have motorcycles (when he's older). The sport has been good to me, but it ain't been worth much to the 50 guys running behind me. There's been a lot of opportunity for me, and I've learned a lot of lessons in life from racing, but if you don't take care of yourself right now, then you end up having to go get another job in 10 years to get some cash. I think you find out that it's a lot tougher than you thought it was going to be when it is your business. It's such a risk. You see your buddies get hurt or killed. I've seen a boatload of that. I wouldn't want that for him. I don't know. I guess we'll look at it when the time comes. My wife would shoot me."

At least Parker is willing to admit that his racing has always been a family affair. His father, David, spent every spare nickel on his son's racing efforts.

"My dad liked it, and he did it," Parker said. "He wanted to do it with us. I don't know. I used to be more stern about it, but if he (Austin) wanted to do it, I would want to push him in a direction where he could make the most money, and that ain't dirt track racing. That's either motocross or road racing."

But is the lure of the potentially lucrative world of motocross or road racing, with its high-buck factory teams, any more of a reason for a father to encourage a son who is considering a racing career to give those forms of racing a go?

"I don't know," says two-time AMA 125cc National MX Champion, former AMA 125cc Eastern Region Supercross Champion, defending AMA 250cc National MX Champion and 6 1/2-month-old Ian Henry's dad, Doug Henry. "I think it is a dangerous sport."

Henry should know, as the glory of his championships has often been diluted by the agony of broken arms, legs or back. At the Budds Creek National in 1997, Henry broke both arms at once when he came up short over a jump.

"I wouldn't encourage it (racing), and I wouldn't discourage it," Henry says. "It does have a lot of positives - like learning about pressure and dealing with it. I think that motorcycle racers grow up a little quicker. You learn a lot about life... And traveling - you get to see the world, and that's a real benefit. It keeps you in shape and away from drugs because if you want to be doing well in racing, you can't be doing that (drugs)."

Just the same, Henry views racing as a luxury, and as such, he says he won't be willing to just give the green light to his son if the day ever arrives and the question is asked: Dad, can I go racing?

"If he's doing good in school and listening at home, then I'll take him," Henry says. "If he's not doing good in school or at home, then no."

The day does eventually come, though, as two-time World Speedway Champion Bruce Penhall has learned.

"I would rather they didn't (race)," Penhall says of his sons Ryan, 12, and Connor, 9, "but I find myself back into it as much as when I was doing it myself. We go to Starwest (Supercross Park) and we have a secret track near our home. It's a fantastic alternative. I'm scared to death that they would ever see hospital time, but when I'm out there with them, I'm into it. And it is better than seeing them head in the wrong direction."

Penhall believes that for any child brought up around racing, wanting to race is inevitable. His father raced motorcycles, boats and unlimited airplanes. His children now watch him contest the APBA offshore power boat circuit.

"It's just that as a parent, you want nothing but the best for your children, and you wouldn't want them to go through the same pain that you went through, but it (racing) is very educational," Penhall says. "The main thing is that they need to be prepared and have respect for motorcycles." CN

Looking Back

30 YEARS AGO...
APRIL 22, 1969

Mert Lawwill (H-D) tucked in and roared onto our cover after winning the Northwest TT Championship in Boise, Idaho. Lawwill was joined on the podium by runner-up **Dick Mann** (BSA) and third-place finisher **Jim Odom** (H-D)... **Steve Bast** repeated his sweep of one month before, when he won every race that he entered at the Whiteman Stadium speedway races in Pacoima, California... **Dave Aldana** (Oss) scored a big win in the 250cc Expert class at the Arizona TT Championship in Tucson, Arizona... After failing to pick up a win at the previous round of the CMC motocross series, **Gary Bailey** spent the week tuning his arsenal of Penton and Greeves motorcycles for the Carlsbad MX. It paid off, as Bailey captured victories in the 125, 250 and 500cc Senior classes... "Trick" **Yamaha DT1s** were going for around $600-700 in the Want Ads section.

20 YEARS AGO...
APRIL 18, 1979

The **Broc Glover/Bob Hannah** on-slaught continued during the third round of the AMA 125/250cc National Champion-ship MX Series at Canyon Raceway in Phoenix, Arizona. Glover again topped the 125cc class and Hannah the 250s, with both beginning to build substantial series points leads... The NMA and Saddleback Park presented the **Yamaha Cyclerama**, which was a veritable moto-olympics, featuring several different events over a four-day period. **Mike Bell** (Yam) and **Goat Breker** (Hus) split up the majority of the $5000 pro purse for their respective wins in the Open Pro and 250cc Pro classes at the CRC/DG motocross. **Erik Kehoe** (Yam) won the Race of Champions at the NMA World Mini GP. **Jim Burt** and **Phil Thorstensen** were the Open and 250cc Expert winners, respectively, in the CRC off-road GP. **Neal Mackel** charged up Saddleback's infamous Matterhorn in 10.99 seconds to win the hillclimb event. And **Marland Whaley** (Mon) won the SCTA/ACA trial.

10 YEARS AGO...
APRIL 12, 1989

Americans swept the top three spots in the 500cc class at the Japanese Grand Prix in Suzuka City, Japan. **Kevin Schwantz** (Suz) scored our cover as a result of his taking the win. **Wayne Rainey** (Yam) finished second, and **Eddie Lawson** (Yam) was third. **John Kocinski** (Yam), meanwhile, won the 250cc class... **Jeff Ward** (Kaw) won his second consecutive round of the AMA/Camel Supercross after a wild main event in Texas Stadium. Ward and **Jeff Stanton** battled back and forth for the entire race until Stanton crashed two turns from the finish, securing his fate. **Jeff Matiasevich** (Kaw) earned his fifth win of the series in the 125cc class... This was our U.S. GP road race preview issue as well, and it carried features on the sidecar class as well as the two-wheelers. There were also interviews with American riders **Eddie Lawson** and **Jimmy Filice**. CN

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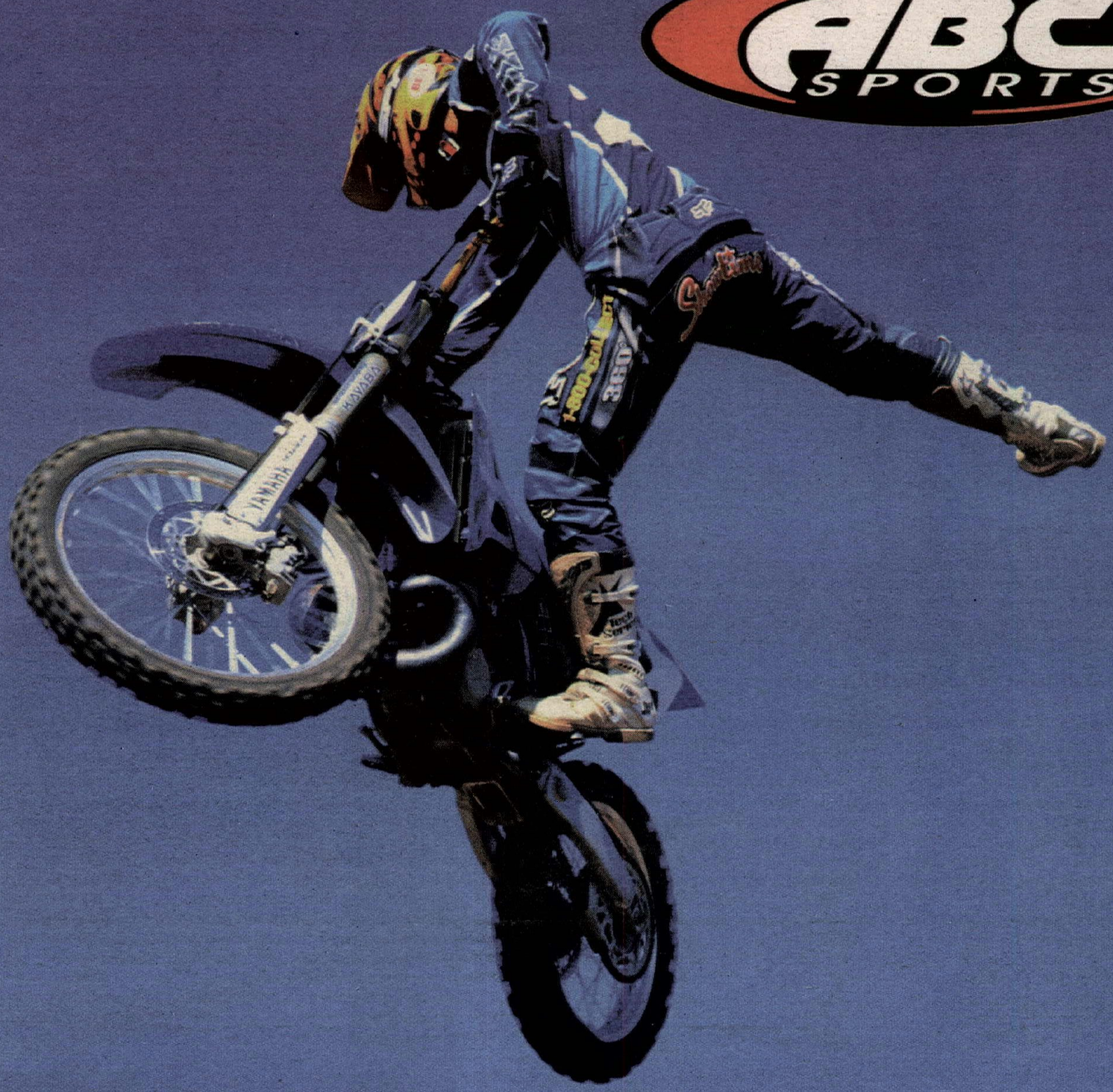

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